

# The Mining Journal

## AND COMMERCIAL GAZETTE.

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[PRICE 6D.]

**SHARES IN VALUABLE BRITISH MINES.—PERIODICAL SALE.**  
**MR. C. WATSON** begs to announce, that the NEXT PERIODICAL SALE, of the above description of property, will take place at the Mart, opposite the Bank of England, on Thursday the 14th June next, at Twelve o'clock, and will include SHARES IN SEVERAL FLOURISHING MINES, of the first class for investment, and others which are rapidly approaching maturity, and yielding at present good dividends. Particulars are preparing, and may be had, six days prior to the sale, at the Auction Mart, and of Mr. C. Watson Auctioneer and Agent for the disposal of every description of Mining Property, 38, Threadneedle-street.

**MINING PROPERTY FOR SALE OR PURCHASE.**  
**WILLIAM TRENEER, Junr.** Mine Agent and Share Broker (late of Redruth, Cornwall), 50, Threadneedle-street, London, is in a situation to treat for the SALE or PURCHASE of the BEST MINING SHARES in Devon and Cornwall, together with those that are at a considerable discount.—All communications to be post paid.

**MR. THOMAS ALLSOP, STOCK AND SHARE BROKER,** respectfully announces that he has REMOVED from Old Broad street into the more central and convenient offices occupied by the Blackwall Railway Company, No. 34, Cornhill. \* \* \* T. ALLSOP has at all times the means of effecting purchases and sales in the BLACKWALL, NORTHERN and EASTERN, BIRMINGHAM and MANCHESTER, EASTERN COUNTIES, and CROYDON RAILWAY, upon advantageous terms. Business transacted in the shares of all the Public Companies, and in the more respectable Mines. N.B. A large office to let. 34, Cornhill, London.

**VERY VALUABLE MINES AND MINERALS, IRON WORKS, COPPER WORKS, FACTORIES, ETC.**  
**MESSRS. MURRAY, TATTERSALL, & MURRAY** will SELL by AUCTION, in lots, at the Mackworth Arms, Swanscoe, on Wednesday, the 4th July next, one-third portion of the DEMESNE and MANOR of NEATH ABBEY, in the county of Glamorgan, amounting to 2400 a. 1 r. 15 p.; together with one-third of all the very VALUABLE MINES and MINERALS, and the Swanscoe Canal on the north, to the Neath and Swanscoe Canal and the sea-port town of Neath on the south—a district abounding in approved Veins of excellent Bituminous Coal, Ironstone, and Fire clay, a considerable portion of which is wrought level free. Also, ONE-THIRD SHARE in the CROWN, CHEADLE, and MINES ROYAL COPPER WORKS, the NEATH ABBEY IRON WORKS, with the Steam-engine Factories, Iron and Blast Furnaces, Forges, &c. &c., all in the immediate vicinity of the sea-port and market towns of Neath and Swanscoe, in the county of Glamorgan.  
Printed particulars, with plans, will be published on the 20th May; and for further information apply to Thomas Fox, Esq., Beaumont, Dorset; or to Messrs. Murray, Tattersall, and Murray, Surveyors and Land Agents, 47, Parliament-street, London. Letters post paid.

**UNRESERVED SALE AT THE SALFORD IRON WORKS.**  
**MR. T. M. FISHER, will SELL by AUCTION, on Monday, the 11th of June next, and following days, at the Iron Foundry and Boiler Yard, belonging to the late Messrs. J. and T. Sherratt, situated in Hardman-street and Brown-street, Salford—the STEAM-ENGINES, BORING-MILLS, planing, slotting, grinding, and screw machines, slide rest hand lathes, vices, steam-boilers, punching machines, plate, rod, and angle iron, gasometer, rotators, purifiers, pipes and burners, powerful cranes, weighing machines, trunks, beams, scales, and boiler makers' tools, grindstones and glaziers, wrought, cast, and scrap iron, chains, old and new brass, copper, timber, joiners' benches; a large new stock of the best Lancashire and cast steel, Sheffield files, nails, screws, brass water gauge, stop and gas taps, gas, steam, and water pipes, shafting, counting-house desks, counters, clocks, drawing boards, machinery plans, maps, iron safes, models, pneumatic engine, and the large, varied, and comprehensive stock of patterns.**

The steam-engines comprise one fourteen-horse slide valve condensing engine, with twenty-horse boiler and feeding apparatus; and one ten-horse hand gear condensing engine, with twenty-four-horse boiler. The boring-mills include one horizontal mill for steam cylinder, one ditto for air pumps, one centre mill for jack pumps, all fitted up with sliding bearing heads, racks, carriages, and water piping, catch and slide boxes, pedestal, wall and face plates and top speeds, and connected with these are four excellent lathe, one for turning piston covers, cylinder tops, and large beams; two strong double centre lathes, for turning heavy shafts or beams; one four-speed lathe, and one hand lathe, all fitted up with face and wall plates, pedestals, brasses, transoms, and shafts. The planing machines are self-acting, and in first-rate working condition—one twenty-one and the other nine feet long. The grinding machines are of modern date, and in very good order, with vertical screw and extra motion for boring. The screw machine is of the best make, and fitted with taps and dies, for cutting from half to one and a half inch screws, with change gearing, &c. The slide and hand lathes are of various dimensions, from seven to twenty-four inches, on the most approved principle, in excellent working order, and fitted up with back gearing, top speeds, &c., complete. In the boiler yard are two new cylindrical boilers, each twenty-three feet long by six feet wide; one wagon ditto, twenty three feet long by six feet wide; the cylindrical ditto, twenty three feet long by six feet wide; two excellent planing and shearing engines, good drilling machine, and a quantity of the best new boiler plates. The gas apparatus includes three retorts, hydraulic main, condensing vessels, gasometer, with strong iron plates, fifteen feet diameter by fifteen feet deep, with in and outlet pipes, chains, counterweights, main and branch pipes, and burners. There are one crab, one universal, and twenty-four fixed wood and iron cranes, with rope and chain falls, iron blocks and pulleys, capable of raising from one to ten tons. A capital lever weighing machine for eighty-five cwt., and a portable ditto for thirty cwt., six pairs of compasses, and several large beams, scales, and weights. Three air furnaces, and two cupola ditto, with blast, all in good order; and a very large assortment of moulders' boxes. Several grindstones and glaziers, of different sizes. The smiths' tools are numerous and complete, and consist of anvils, bellows, swages, jumping blocks, mandrills, hammers, punches, chisels, and many sets of stocks, taps, and dies. The turners', joiners', boiler makers', and moulders' tools, are all of the first quality, and in very great quantity. The patterns embrace a perfect assortment of all sorts and sizes of steam engines, particularly for colliers, a beautiful working model of a pneumatic engine, hydraulic presses, saw mills, and a most complete set of spur, mitre, bevil, and mortice gearing. Several broad and narrow-wheeled carts, trucks, wagons, and boiler carriages.

Also, a very large quantity of wrought, cast, and scrap iron, old brass and copper, chains, capital assortment of the best Lancashire and cast-steel, Sheffield new files, nails, screws, brass water gauge, stop and gas taps, gas, steam, and water pipes, black and polished wrought iron, hangers, and pedestals, several iron safes, three electric clocks, a beautiful working model of a pneumatic engine, twenty maps of counties, &c., mounted on canvas and rollers, models, plans, sections, drawing boards, several good mahogany desks, chairs, tables, and the usual counting house requisites.  
The sale to commence each morning at Eleven o'clock punctually.  
Catalogues will be ready for delivery on the 4th of June, and may be had at the Midland Counties Herald Office, Birmingham; at Courier and Mercury Offices, Liverpool; Advertiser Office, Stafford; and at Intelligence Office, Mercury Offices, Leeds. Also, Messrs. Slater & Co., Solicitors, Princess-street; or from the Auctioneer, 5, Newall's-buildings, Market street, Manchester.

A Patent for Steam Boilers of very superior pretension, secured by English, Scotch, and Irish patents, an invaluable discovery, certain of realising an independent fortune.

**MR. GEORGE ROBINS** is directed by the sole proprietor to OFFER to PUBLIC COMPETITION, at his Rooms in Covent-garden, on Monday, June 4, at Twelve, this celebrated PATENT, which is the one so justly renowned as OGLE and SUMMERS' INVENTION, the patent double tubular boiler, and which experience has shown has approached nearer to perfection than any pretended rival. A little inquiry is alone necessary to incline those who have been unfortunately deceived from the ruin attendant on the bubble schemes, with which the unwary have been inundated, to adopt this as a mainstay upon which they may repose in perfect security. The journeys from Liverpool to Southampton demonstrate that thirty miles per hour may be accomplished in perfect safety. The mail-coach establishment (so much and so deservedly commended) may, by means of this powerful yet small boiler, arrive at the same speed which the Liverpool Railway has accomplished; and as the system is one unaccompanied by danger, government and the steam navigation companies will, from necessity, adopt it; and, if carriages fitted with this boiler be allowed a fair and candid trial, away go at once the visionary prospects of all the present and projected railways, unless this boiler is used. Amongst an infinity of exclusive advantages may be named one of its leading attributes, that of perfect safety. It will effectually remove the possibility of a recurrence to the daily and fearful loss of lives from the bursting of the inefficient and cumbersome boilers now in use. It is capable of being applied to every useful purpose to which steam is applicable, and if adapted to railways, carriages, and steam vessels, will necessarily compel all previous efforts to hide their diminished heads. Also, the two steam carriages, one of which is now fitted up with the above boiler, with some useful appendages; as also two of the patent boilers ready for use. Capitalists, engineers, and speculators will do well to give to this patent a thorough and searching investigation, with a view to demonstrate the utter inability of any previous efforts as compared with the present patent. Facts are stubborn things, and the uninitiated in the mystery of the mechanical process are invited to seek ocular demonstration, as a certain fortune must be the result of industry and a little capital; in fact, no project that has been offered under the auspices of the richest and most respectable millionaires of the city, holds forth such inducements for the formation of a joint-stock company, on the most extended scale, for the manufacture and general application of this patent boiler, the patent for which is only to be parted with on account of the proprietor possessing no genius for, or inclination to engage in, mechanical pursuits.  
The specification of this invaluable patent may be seen, daily, at Mr. Robins's offices, Covent-garden, where particulars may be had; and where the evidence of scientific engineers, &c., before the committee of the House of Lords and Commons, regarding the power and safety of this boiler, and the danger of large chamber boilers, may be perused.

**CIVIL ENGINEERING AND MINING.—A CLASS** for the INSTRUCTION OF YOUNG MEN intended for the profession of CIVIL ENGINEERING or MINING, will be opened in the first week of October next. A Prospectus of the Course may be had at the Secretary's office.  
King's College, London, May 28. H. J. ROSE, B.D., Principal.

**TO IRON-MASTERS AND CAPITALISTS.—TO BE SOLD,** by Private Contract, or TO BE LET for a term of years, with immediate possession, all those VALUABLE IRON WORKS, COLLIERIES, and MINES, called **BYRMO WORKS**, the capital mansion-house of Byrmo-hall, and several compact farms and lands, containing together upwards of 500 acres of land. The character of the iron produced at Byrmo is well known and justly esteemed; the works are in perfect order and condition, considerable sums having been recently expended to put them into the most effective operation, and no additional outlay will be required. There is an inexhaustible supply of mineral, and from the celebrity of the works, the cheapness of labour, the established connexion of the concern, and the efficiency of the establishment (which is capable of being improved to almost any extent that a large capitalist or company might require), the present affords an opportunity for a valuable investment in a mineral property, combined with an elegant, beautifully-situated, and convenient mansion, and a compact estate, houses for agents and workmen already erected, and other conveniences, seldom submitted for public competition. To a joint-stock company, or any individual of large capital, this presents an opportunity rarely offered.

The situation of the mansion-house, at Byrmo (which was built by Inigo Jones), commands one of the most beautiful and extensive views in the kingdom, comprising Beeston Castle, the Helsby, and Peckforton Hills; the rivers Dee and Mersey, the Wrekin, and several counties in the distance. It is situated only three and a half miles from Wrexham, nine from Mold, eleven from Chester, and twenty-seven from Liverpool. The whole property lies in a fertile and sporting country, and in a neighbourhood particularly distinguished for respectability. It abounds with game of various descriptions. Provisions are cheap, and the roads are good. There is a population adequate to the conducting of the mineral and other operations on the estate, and accommodation for them in cottages already erected, which form part of the property to be sold or let. A new church has lately been built at Byrmo, and there is every prospect of the iron trade, which has long been established here, being largely increased. The present state of the iron trade promises the most beneficial results to any person or company who may be engaged, or desirous of embarking, in such an undertaking.

The property may be viewed on application to Mr. William Rowe, the manager of the works, on the premises; or to James Hyrke, Esq., of Glascoed, which is near Liverpool. For further particulars, applications may be made to Messrs. Edge and Parker, Solicitors, Manchester, Messrs. Harwood, Banner, and Son, Accountants, Liverpool; the said Mr. Hyrke, and Mr. Rowe; or Mr. Foulkes, solicitor, Wrexham; Mr. J. Dunning, at the Braeley Works, near Bliston; John Archibald Campbell, Esq., 2 Albany-place, Edinburgh; or Messrs. Taylor, Sharpe, Field, and Jackson, 41, Bedford-row, London; and to treat for the purchase or letting of the works, parties are referred to Messrs. Finchett, Maddock, and Son, Chester; or Messrs. Fitchett and Wagstaffs, Solicitors, Warrington.

**TO CAPITALISTS.—SHARES IN A VALUABLE LEAD MINE** TO BE SOLD.—The proprietors of a current-working and valuable Lead Mine, in the county of Northumberland, are desirous of increasing the number of shares in the concern, for the purpose of enabling them to win the lower silts of the mine. The Mine has been extremely productive in the higher silts, which are at present yielding ore. There are Smelting Mills, and every convenience for the premises for working the mine in the most extensive manner; and being situated at a short distance from the Newcastle and Carlisle Railway, the Lead can be conveyed to market at a cheap rate. Or, the Company will treat for the sale of the entire concern.—References will be given on application to the Editor of the "Mining Journal."

**VALUABLE MINES OF COAL.—TO BE LET** on Lease, by TICKET, in One Lot, at the Angel Inn, Chesterfield, on Saturday, 16th June, 1838, between the hours of four and six o'clock in the evening, all those excellent MINES OF COAL lying in the estate of Miss Lord, at Tupton, near Chesterfield, in the county of Derby. These valuable seams lie under the whole estate, containing 150 statute acres, or thereabouts. The North Midland Railway crosses the lower eastern point of the property, and affords an outlet for the coal when wrought, without any expense in branch railways. This property is well worth the attention of capitalists and others interested in mines.  
For further particulars, or to view the estate, apply to Mr. Joseph Cocking, at Tupton; or to Messrs. Twigg and Woodhouse, mineral surveyors, Quarndon, near Derby, and Ashby-de-la Zouch, Leicestershire; or to Mr. Alexander Gordon, Old Broad-street, London.

**THE CAMBRIAN IRON AND SPUETER COMPANY.**  
Capital £200,000, in shares of £25 each, with power to double the capital by the issue of additional shares.

**DIRECTORS.** Isaac Nicholson, Esq., Philip Courtenay, Esq., M.P., Niven Kerr, Esq., John Melville, Esq., Bankers—The London Joint-Stock Bank, Solicitors—Messrs. Tilson, Squance, and Tilson.

Notice is hereby given, that no further applications for shares will be received after Tuesday, the 12th day of this instant June, immediately after which day the directors will proceed to the allotment.  
Application for shares to be addressed by letter, post paid, to the Directors, at the office of the solicitors, Messrs. Tilson, Squance, and Tilson, 20, Coleman-street, London; James M. Cockland, Esq., Court Herbert, Neath; and to James H. Allen, Esq., Porth Cawl, Pyle, Glamorganshire.

**BRITISH INVENTION SOCIETY.**—This Society has been formed for promoting inventions; its objects will be to prevent inventions being sacrificed and destroyed as they are at present, and to assist them upon terms greatly beneficial to themselves and to the public, while an adequate remuneration is reserved for the company. The proceedings of the Council of Management will be carried on in the strictest confidence, both as respects inventions which may be assisted by the company, and those which the society may decline to aid. The capital of the society will be divided into 5000 shares of £10 each, to be paid at the time of subscribing. Applications for shares to be addressed to William Fraser, Esq., the secretary of the society, at their offices, 3, Adam-street, Adelphi; or to Messrs. Roy, Blunt, Duncan, and Johnston, solicitors, 10, Liverpool-street, and 19, Great George-street, London.

**GRANITE PATENT PAVEMENT COMPANY, to be incorporated by Act of Parliament or by Charter.**—Capital £100,000, in 10,000 shares of £10 each. Deposit £2 per share.

**DIRECTORS.** Richard Attwood, Esq., John Peter Holloway, Esq., C. C. S. Boden, Esq., With power to add to their number. Bankers—Messrs. Stone, Martins, and Stones. Standing Counsel—Wm. Page Wood, Esq. Solicitor—T. Lord, Esq. Auditor—J. T. Clement, Esq. Secretary—Mr. John Hooper.

This company is established for improving the pavements of the public roads and streets throughout the kingdom, in a manner far superior to any plan hitherto proposed. Its superiority arises from its mechanical construction, combining the utmost solidity and durability, evenness of surface, and consequent freedom from noise, while no grouting being required from the closeness of its joints, the annoyance of mud and dust is entirely obviated.  
From the approbation this plan has received from scientific and practical men, and also from the encouragement it has met with from parochial boards, it is but fair to conclude it will speedily be brought into general use.

Copy of Dr. Birkbeck's Certificate.  
"I do not hesitate to say, that Mr. Macnamara's pavement is the most secure, and, in the end, will be the cheapest of any form with which I am acquainted."  
(Signed) GEORGE BIRKBECK, M.D.

Copy of James Elmes, Esq.'s Certificate.  
"Having perused Dr. George Birkbeck's certificate on the advantages and superiority of Mr. Richard Macnamara's improved system of paving the streets, &c., I do, without hesitation, subscribe my name thereto, with the assurance that the said certificate is correct, and the result of the invention will eventually be a benefit to the community at large."  
(Signed) JAMES ELMES, Architect, &c., Surveyor to the Port of London."

The prospectuses are now ready for delivery at the offices (pro tem.) of the company, 1, Copthall-buildings, Throgmorton-street (where specimens and models may be seen); and of T. Lord, Esq., solicitor, Parliamentary and patent agent, No. 13, Northumberland-street, Charing-cross.  
Notice.—No applications for shares can be received after the 12th day of June next ensuing.  
By order, JOHN HOOPER, Secretary.

**THE PATENT SAFETY FUZE,** for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.  
"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."  
Manufactured and sold by the Patentees, Birkwood, Smith, and Davis, Cambridge, Cornwall.

**LONDON and MEDITERRANEAN STEAM NAVIGATION COMPANY.**—Capital £300,000.

**DIRECTORS.** Edwin Gower, Esq., Jameson Hunter, Esq., Thomas Kettlewell, Esq., John Wm. Lubbock, Esq., James Milligan, Esq., William Scott, Esq., (With power to add to their number.) Auditors—Henry Ewbank, Esq.; Gregory Scale Walters, Esq., Manager and Broker—Nehemiah Griffiths, Esq., Solicitors—Messrs. Freshfield and Son.

The object of this company is to establish, by means of a line of steam vessels, a regular and speedy communication between the ports of Italy, the south of France, and London. It is intended to provide vessels, of suitable power and dimensions, fitted with the best machinery, and with superior accommodations, to start regularly, not less frequently than once every month, from London and vice versa.  
The capital of the company will be £300,000, divided into 6000 shares of £50 each. Applications for shares, or for further particulars (if by letter, post paid), are to be made to N. Griffiths, sworn broker, 2, White Hart-court, Lombard-street.

**STEAM TO PARIS via HAVRE.**—The London and Havre Steam Company's regular established English packets, JOHN WOOD, Lieut. DAWSON, R.N., 270 tons, 130-horse power, CLYDE, JAMES AITKEN, Commander, 360 tons, 130-horse power, and QUEEN ADELAIDE, E. GROVES, Commander, 250 tons, 120-horse power, sail regularly between London and Havre as follows:—

From the Irongate-stairs, Tower, London, at 9 a.m.	From the Quay, at Havre, according to the tide.
Queen Adelaide, Sunday, June 3	John Wood, Sunday, June 3
Clyde, Wednesday, June 6	Queen Adelaide, Thursday, June 7
John Wood, Sunday, June 10	Clyde, Sunday, June 10
Queen Adelaide, Wednesday, June 13	John Wood, Thursday, June 14
Clyde, Sunday, June 17	Queen Adelaide, Sunday, June 17
John Wood, Wednesday, June 20	Clyde, Thursday, June 21
Queen Adelaide, Sunday, June 24	John Wood, Sunday, June 24
Clyde, Wednesday, June 27	Queen Adelaide, Thursday, June 28

and will continue running during the summer every Wednesday and Sunday from London, and every Sunday and Thursday from Havre.  
The splendid steamers Normandie, Seine, Ville de Paris, &c., run daily between Havre, Rouen, and Paris.

Fares.—Chief cabin, £1 1s. 6d., or 40 francs; fore cabin, £1 1s., or 27 francs; children, under twelve years of age, half price; four-wheel carriages, £3 3s., or 90 francs; two-wheel ditto, £1 1s. 6d., or 40 francs; horses, £2 2s., or 54 francs; dogs, 5s., or 7 francs.  
Fares, by the French steamers, from Havre to Paris. Chief cabin, 22 francs; fore cabin, 15 francs.

For further particulars apply at the company's office, 70, King William-street, London Bridge, at Horse's office, 18, Strand; Colman's office, 61, Charing-cross; or to Redhead and Spiers, 16, Trinity-square, Tower-hill.

**LONDON EQUITABLE LOAN COMPANY & GENERAL DEPOSIT BANK.**—Under Acts of Parliament 3d and 4th William the Fourth and 1st Victoria.—Capital £500,000, in 50,000 shares of £10 each. Deposit £2 per share.—Calls not to exceed £1 per share, and two months notice to be given.

The Board of Directors having agreed that a FURTHER TEN THOUSAND SHARES should be ALLOTTED on Monday, the 12th day of June inst., applications to be made to the Secretary, at the Company's Offices, until the Saturday previously; and should there remain, after that day, shares undisposed of or forfeited, a public announcement will be given for the future disposal of the same.

Shareholders who have not paid up their deposits, are requested to do so on or before the 12th inst., or their shares will be considered forfeited.  
Prospectuses (gratis) may be had at the offices, or of Messrs. Williams and Son, 2, Hart-street, Bloomsbury-square.

The deed of settlement will be completed by Monday, the 12th instant; and on and after that day the shareholders are requested to call at the company's offices to execute the same.  
Since the formation of the company, Branches have been opened at Dublin, Liverpool, &c., and others are forming in several large towns.  
Applications (post paid) from respectable parties wishing to become agents, directed to the Secretary, will receive due attention.  
Temporary offices, 14 and 15, Crosby-hall chambers, Bishopsgate-street, London, June 2.

\* \* \* More eligible and convenient offices are fitting-up, and will shortly be entered upon.

**VAUGHAN'S PATENT BLOWING MACHINES.—TO BE SOLD.** Two Pairs of Vaughan's Patent Blowing Machines, with fifteen-inch pistons, for £20. Address (post paid) J. Warwick and Co., Leeds, Yorkshire.

**SUB-MARINE AND WRECK-WEIGHING ASSOCIATION.**  
For Recovering the Cargoes and Hulls of Stranded Vessels, and for Preserving the Lives of the Crews of Vessels in Distress.—To be Incorporated by Act of Parliament.—Capital £250,000, in 10,000 shares of £25 each. Deposit £2 per share. Calls not to exceed £3 per share, of which two months notice will be given.  
Bankers—Messrs. Wright and Co., Henrietta-street.  
Solicitors—Messrs. Shave and Taylor, 110, Fenchurch-street, to whom applications for the remaining shares are to be addressed, post paid, or to the Secretary, 106, Fenchurch-street.

**THE GENERAL SHIP, STEAM-VESSEL, AND SMALL CRAFT BUILDING COMPANY.**  
**DRAKE'S PATENT IMPROVEMENTS,** established by letters patent, pursuant to the Act of Parliament 1st Victoria, cap. 73, limiting the liability of shareholders to the amount of their respective shares. Capital £20,000, in 10,000 shares of £20 each. Deposit £2 per share.

**PROVISIONAL DIRECTORS.** Capt. Sir J. Ross, C.B., R.N., F.R.S., &c., Colonel Alexander Findlay, K.H., Joseph Hall, Esq., Thomas Wood, Esq., Aeneas M'Intyre, LL.D., F.L.S., &c., Richard Pugh, Esq., Edward Bevan, Esq., James Alder, Esq.

With liberty to add to their number. Solicitor—Charles Dod, Esq., 21, Craven-street, Strand. Bankers—The London Joint Stock Bank. Secretary—John H. Anderson, Esq. Naval Architect—John Poad Drake, Esq.

Temporary offices—No. 21, Craven-street, Strand.  
This company is established for the purpose of building ships, steam-vessels, colliers, barges, keels, and canal craft, with every other description of vessel, more especially by adopting therein the following improvements, set forth in the specification of Mr. Drake's patent, comprising—

1. A new system for the building of every description of vessels, with circular bottoms; and of barges, keels, and river and canal craft, with flat bottoms. The principal advantages are—superior strength, elasticity, lightness, and economy, 35 per cent. at least being saved in all vessels with circular bottoms, and upwards of 10 per cent. in those with flat bottoms, beyond the usual profits.  
To blend economy and simplicity with utility has been the object aimed at in these improvements. A considerable saving in the quantity and value of the material used—the production of a more buoyant and more strongly constructed vessel, carrying a greater burden with a smaller draught of water, and with less danger of damage by collision, or of swamping (in open vessels), than those built on the common mode—are new and most important features, especially in the construction of river and canal craft.

2. The Wood-screw Fastening.—Applicable to every description of vessels in which repairs are used.  
These are greatly superior to the ordinary parallel cylindrical treenail now in use, in holding—in not being liable to decay by shrinking—and in facility of removal for the purpose of repairs.

3. The Wood-Screw Fastening.—Applicable to the decks and for the general building of every class of vessels.  
These are greatly superior in durability, lightness, economy, and facility of repair, to the metal fastenings hitherto in use. A no less important feature in the wood-screw fastening is, that diagonal decks (with two thicknesses), discontinued on account of the metal fastenings, may be revived with advantage by the introduction of this new fastening; these decks possessing the advantages of superior strength and lightness over the ordinary decks.

This fastening further opens a business of considerable importance, in being available in house-flooring, and as a general architectural fastening.  
This company possesses the exclusive right of building under Mr. Drake's patent, and of otherwise carrying out the above improvements in England, Wales, and at Berwick-upon-Tweed.

Also of granting licenses for the like purposes to companies and individuals; a source from which a large income may be realised without any risk or outlay.  
An important and very obvious advantage which this company possesses, arises from the quick return of the capital employed; as also in the command of that capital, which ensures economy in the purchase and conversion of materials.  
The shipping interest of England is so much blended with her prosperity, that any undertaking like the present, tending to improve that interest, cannot fail to afford to those embarking in it the most ample remuneration.

As regards that part of the patent which applies to the general building of ships and other vessels, it must be seen that capital to almost any amount may be employed to great advantage.  
Even under the present system pursued in building, a company to the extent proposed would derive a much greater profit than individual builders; therefore, when the advantages of the patent are also taken into consideration, it must be admitted that few proposals have ever been brought before the public offering prospects of greater, if of equal importance and safety, to the one in which they are now invited to join.

The directors have entered into arrangements which secure to this company the exclusive patent right, and also the valuable services of the patentee as naval architect, upon terms highly advantageous to the shareholders.  
Prospectuses (which will be ready for delivery in a few days) and all further information may be had in London of Charles Dod, Esq., solicitor, at the temporary offices; and at Liverpool of Joseph Carruthers Nicholson, Esq., to whom applications for shares are to be made (post paid).



PROCEEDINGS OF PARLIAMENT RELATIVE TO  
JOINT STOCK COMPANIES.

**MONDAY.**  
*Festiniog Railway*—Report on petition for bill read; bill ordered to be brought in by Mr. Ormsby Gore and Mr. Richards.—A bill "for granting further powers to the company," presented; read first time; to be read the second time.

*Oxford and Great Western Union Railway Bill*—Reported; report to lie on the table, and to be printed.  
*London Grand Junction Railway Bill*—Reported; report to lie on the table, and to be printed.

**TUESDAY.**  
*Oxford and Great Western Union Railway Bill*—Petition of the corporation of Abingdon against; ordered to lie on the table.  
*Cheltenham and Great Western Union Railway Bill*—Lords amendments agreed to.

*Eastern Counties Railway Bill*—Second reading deferred till Friday.

**THURSDAY.**  
*National Loan Fund Assurance Company*—Bill read second time, and committed to Mr. Hall and the Middlesex list.

*Birmingham, Bristol, and Thames Junction Railway Bill*—Two petitions against; referred to committee on the Bill; counsel ordered.

*Southampton Docks Bill*—Report further considered; amendments agreed to; bill to be ingrossed.

*Isle of Thanet Cemetery*—Bill read second time, and committed.

*India Steam Ship Company*—Petition for leave to present a petition for a bill; referred to select committee on petitions for private bills.

*Patterns and Inventions*—Bill to be read second time on Wednesday next.

*Message from the Lords*—That they have agreed to the Taw Vale Railway and Dock Bill, with amendments.

**FRIDAY.**  
*Eastern Counties Railway*—Bill read second time and committed.

*Message from the Lords*—That they have agreed to the Gravesend Cemetery Bill, without amendment; Fishguard Harbour Bill; Bristol and Exeter Railway Bill, with amendments.

*Dean Forest Mines*—Bill considered in committee, and reported; further consideration of report on Friday next; bill, as amended, to be printed.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

**MONDAY.**  
There was a good deal of discussion previously to their lordships resolving into committee on the Poor Relief (Ireland) Bill.

**TUESDAY.**  
The House did not meet to-day.

**THURSDAY.**  
The Churches (Corporation) Patronage Bill, which had the recommendation of the ecclesiastical commissioners and the sanction of the law officers of the crown, was read a second time.—Thir lordships then resolved into committee on the Poor Relief (Ireland) Bill, which occupied the remainder of the sitting.

**FRIDAY.**  
The Imprisonment for Debt Bill, as amended in committee, was considered, and ordered to be further considered on Thursday next, to which day their lordships adjourned.

## HOUSE OF COMMONS.

**MONDAY.**  
The St. Pancras Paving Bill was thrown out on a division.

**TUESDAY.**  
The Exchequer-bills Bill was read a third time, and passed.

**THURSDAY.**  
The National Loan Fund Life Assurance Bill was read the second time.—Mr. O'CONNELL gave notice that on Thursday week he would move for leave to bring in a bill to "terminate" the apprenticeships of females in the colonies.

**FRIDAY.**  
The House resolved into committee on the Municipal Corporations (Ireland) Bill.—Mr. F. BARING applied for leave to bring in a bill "for the establishment of a British colony in New Zealand."

## LAW INTELLIGENCE.

## CHESTER AND BIRKENHEAD RAILWAY

VICE-CHANCELLOR'S COURT, MAY 29.

**STANLEY v. THE COMPANY.**—This case came before the court upon demurrer. The object of the suit was to enforce a contract for the payment of 20,000*l.* against the Chester and Birkenhead Railway Company under an agreement entered into by Sir Thomas Stanley with the promoters of an unsuccessful line, whose obligations had all been transferred to the defendant. It appeared that when the original line was projected an agreement was entered into by Mr. Blundell, Sir Thomas Stanley's agent, with Mr. Miller, the solicitor of the intended company, to pay the plaintiff the sum of 20,000*l.* in consideration of the injury that would be done to his estate by the railway passing through it. A different line of road was subsequently projected by some other persons, which it was also intended should run through the plaintiff's estate in another direction. When the matter came before the House of Commons it was referred with the sanction of all parties to the judgment of Lord Sandon and Mr. Wilson Patten, to declare which of the two lines should be adopted; and pending the consideration of this question an agreement was signed between the solicitors representing the parties promoting the contending lines, the basis of which was, that the shareholders of the rejected line should be at liberty to take shares in the adopted line, and that the promoters of the adopted line should take on themselves the engagements entered into with the landowners by the rejected line. The award was in favour of the promoters of the second line, and the agreement entered into between the solicitors having been approved by two persons representing the promoters of one line, and two persons representing the successful one, as well as the agent of Sir Thomas Stanley, the bill sought to enforce the original contract against the promoters of the successful line, on whom the contract for the payment of 20,000*l.* had been shifted by the agreement.

Mr. JACOB and Mr. WALKER supported the demurrer for want of equity, on the ground that there was no mutuality of contract, that the lands in respect of which the agreement was sought to be enforced were different, and that as the payment of the money depended on the passing of the bill, the contract could not be enforced in respect of a bill which had proved abortive.

The VICE-CHANCELLOR, however, without calling on the counsel in support of the bill, was of opinion the contract was one to which the defendants were clearly liable. He thought the spirit of the agreement into which the solicitors of the two projected companies had entered was to acknowledge the contract existing between Sir Thomas Stanley and the promoters of the original line, and that they were therefore liable to the payment of the 20,000*l.* on taking possession of the land. On this ground he should overrule the demurrer.

## THE GREAT WESTERN RAILWAY COMPANY.

COURT OF EXCHEQUER, MAY 30.

**PENNEY v. THE GREAT WESTERN RAILWAY COMPANY.**—The plaintiff in this case is a gentleman possessed of some property near to which the line of the Great Western Railway is intended to pass, and at the time that the act was in progress through the Houses of Parliament, had opposed it. A clause, however, seems to have been agreed upon giving him the option of selling his estate to the company through the usual process of a compensation jury, and rendering it imperative on the company to pay the sum so to be awarded against them within two months after demand from the plaintiff. These steps having been taken, and there being no signs of a liquidation of the claim of the plaintiff, which had been assessed at 7500*l.*, the present action of debt for the sum was brought, to which the defendants pleaded two pleas, raising the point that at the time of the jury being summoned, the plaintiff had no good and sufficient title to convey the estate to them. To this the plaintiff demurred specially, and to-day Sir F. Pollock appeared in support of the demurrer, and Sir W. Follett in opposition thereto, whose arguments together occupied the attention of the court till within a very short time of its rising.

The point discussed, however, was not of any general interest, being purely of a professional and technical nature, and turned chiefly on the construction of the particular clause alluded to. We, therefore, may content ourselves by saying, that the judgment of their lordships being unanimously given in favour of the defendants.

Sir F. POLLOCK prayed for and obtained permission to withdraw his demurrer and amend the pleadings, by joining issue on the pleas of the defendants, or by altering the declaration, which had been observed upon by Mr. Baron Alderson as being imperfect.

## ESSEX MARINE SALT-WORKS COMPANY.

COURT OF COMMON PLEAS, MAY 31.

**BAILLIE v. KELL AND ANOTHER.**—This was an action of assumpsit brought by the plaintiff, as accountant to the above company, against the defendants, as two of the said company, to recover the amount of a year's salary, at the rate of 400*l.* per annum. The declaration contained a count on a special contract, and a common count on a quantum meruit. The defendants pleaded several pleas, and amongst others that the plaintiff had been

guilty of falsifying the accounts of the company, and of other misconduct in his office of accountant to the company, whereby the defendants were justified in dismissing him from their service. The cause was tried in the sittings after last Hilary term, when it appeared that the company in question was established in September, 1834, for the purpose of procuring salt from sea-water. A number of officers were appointed at different salaries, the plaintiff being appointed accountant at a salary of 400*l.* a-year. The defendants became proprietors respectively in the months of April and July, 1833; and in the following year the plaintiff, in conjunction with some of the other officers of the company, in order to give a false colour to the affairs, and prevent the speculation, which turned out a losing one, from falling to the ground, represented certain monies, composed of the officers' salaries and of the amount of a purchase of shares by a new member, as so much profit derived from the works, and therefore divisible amongst the shareholders. The jury were of opinion that this misrepresentation was a sufficient justification to the defendants for dismissing the plaintiff, which they did in the early part of 1837, paying him such proportion of his salary as was due for the period from the preceding September, and, therefore, they found a verdict for the defendants. In the following term a rule was obtained on the part of the plaintiff to show cause why there should not be a new trial, on the ground that the evidence did not sustain the defendants' pleas.

The case was argued on Tuesday and to-day by Mr. Serjeant Talfourd and Mr. Hoggins in support of the verdict; and by Mr. Serjeant Wilde and Mr. Butt in support of the rule for a new trial.

Several points were raised upon the form of the pleadings, but the main question was, whether or not, where several acts of misconduct were alleged in one plea as a justification for the dismissal of the plaintiff, and only one of them was sustained by the evidence, namely, that of untrue representation of the state of the company's affairs, that was sufficient to entitle the defendants to a verdict on such plea.

The COURT were clearly of opinion, that where the allegations in a plea were divisible, and a portion of them would furnish a sufficient answer to the action, proof of that portion alone would entitle the defendants to a verdict. Such was the effect of the evidence in the present case, and therefore there was no ground for disturbing the verdict.

## OXFORD AND GREAT WESTERN UNION RAILWAY BILL.

Mr. Harcourt reported, in the House of Commons, on Monday, the 28th ult., from the committee on the Oxford and Great Western Union Railway Bill, and to whom several petitions against the Bill, and also the minutes of evidence taken before the committee on the Bill of last session, were referred, that the committee had inquired into the matters required by the standing orders, and had agreed to the following report:—

1. That the company to be incorporated by the Bill is not authorised to raise by loan or mortgage a larger sum than one-third of their capital; and that until fifty per cent. on the whole of the capital shall have been paid up, it is not in the power of the company to raise any money by loan or mortgage.

2. That it is provided that the line of railway shall not be made across any turnpike-road, or other public carriage way, on a level.

3. That the proposed capital of the company is 100,000*l.*, and the amount of loans which they are empowered to raise is 33,333*l.* That the amount of shares subscribed for is 1760, being 88,000*l.*, and the deposits paid thereon amount to 8500*l.* That the names and places of residence of the directors or provisional committee, with the amount of shares taken by each, are stated in Appendix A. That there are not any shareholders who may be considered as having a local interest in the line, and the number of other parties is twenty-two, and the capital taken by them 88,000*l.* That the number of shareholders subscribing for 2000*l.* and upwards, with their names and residences, and the amount for which they have subscribed, are stated in Appendix B.

4. That the line proposed to be made is intended to complete or facilitate the communication between Oxford and London, as well as with Bristol and the west of England, already partially secured by the Great Western Railway; and the insufficiency for agricultural, commercial, manufacturing, and other purposes of the present means of conveyance, and of communication between those places, as well as between Oxford and other places lying near or contiguous to the line of the Great Western Railway, has been satisfactorily proved.—The present amount of traffic by land and water, with the average charges made for passengers and goods, are stated in Appendix C.\*

5. The number of passengers, and the weight and description of goods expected upon the proposed railway, are also set forth in Appendix C.\*

6. The amount of income expected to arise from the conveyance of goods and passengers, and in what proportion, is also stated in Appendix C.\* The description of goods from which the largest revenue is anticipated, is farming produce, and light goods for domestic consumption.

7. The proposed railway is a complete and integral line between the termini specified, that is, from Oxford to Didcott, where it forms a junction with the line of the Great Western Railway.

8. There is no competing line of railway in existence, in progress, or in contemplation.

9. There is no plane proposed to be worked by assistant engines, stationary or locomotive.

10. There is no peculiar engineering difficulty on the proposed line.

11. There is not any tunnel.

12. The gradients and curves are particularly favourable, the steepest gradient having an inclination of 1 in 1660. The smallest radius of a curve is forty-five chains, but it is at the junction with the Great Western line. The sharpest other curve has a radius of one mile and eleven chains.

13. The length of the line is nine miles and fifty-one chains.

14. The line is, in an engineering point of view, peculiarly fitted for the purposes required.

15. The railway is not intended to pass any turnpike-road or highway on a level.

16. The amount of the estimate for constructing and completing the railway is 100,000*l.*, which appears to be supported by evidence, and to be fully adequate for the purpose.

17. The estimated charge of the annual expenses of the railway when completed is 3000*l.*, the adequacy of which was satisfactorily proved to the committee.

18. The calculations proved in evidence have satisfactorily established, that the revenue is likely to be sufficient to support the annual charge of the maintenance of the railway, and still allow a profit to the proprietors. \* \* \*

Mr. Harcourt further reported, that the committee had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereunto.

\* By Appendix C, it appears that the estimated income to be derived from passengers and coach parcels, amounts to ..... £14,235 17 8  
By merchandise ..... 7,164 14 2

Making the total ..... £22,400 11 10

## GALVANIZED IRON.

The following remarks on this subject has been addressed by Dr. Tait to the Editor of the *Morning Chronicle*:—

"Three companies having started in the city for the ostensible purpose of manufacturing what is technically called 'galvanized iron,' it may not be unimportant to the public to know that iron coated with zinc is not protected from rusting after the zinc is denuded or worn off from its surface, and, therefore, the benefit to be derived from the galvanizing process is not likely to prove so extensive as it is represented to be. I have made several experiments on zinc-coated iron, and I have invariably found that when the zinc was entirely denuded from its surface, the simple application of distilled water was along sufficient to cover it with red oxide; this being the fact, I apprehend the French process of galvanizing iron will ultimately prove a complete failure; for as the iron is only protected so long as the zinc endures, this latter metal, having its previous susceptibility of oxidation greatly increased by its combination with the iron, will decay, or oxidize, in a very rapid manner; and when the iron coated with it is exposed to moisture, to rain, or to sea-water, it will be deprived of its coating in a very short time, by the zinc being reduced to a powder or white oxide.

"That the public may be fully aware of the oxidation which takes place in iron when the zinc is denuded from its surface, I subjoin some experiments, with the results, which I have lately made on zinc-coated iron.

"A plate of iron, six inches long by an inch wide, was cleaned and zinc-coated at each end; it was afterwards exposed to the atmosphere, and in twenty-four hours the uncoated portion in the centre was covered with brown oxide, thereby proving that the galvanic protection did not extend beyond the portion coated with zinc.

"Three plates of iron were filed perfectly bright and zinc-coated all over; portions of the zinc were filed off in several places, distilled water was applied to the parts filed, and in twenty-four hours they were covered with red oxide.

"A plate of iron, an inch and a half square, was filed perfectly bright; it was then immersed in salt water of the strength of sea water; in a week the zinc was extensively oxidized and corroded off in several places, and the iron plate, in the corroded spots, appeared covered with black oxide.

"It may be objected to these experiments that they were made on iron not zinc-coated after the French process. My reply is, that if the Patent Galvanized Metal Company, or either of the other galvanizing metal companies, will furnish me with specimens of their zinc-coated iron, I will test them in the same manner I have tested the iron zinc-coated by myself, and if I fail in producing oxidation, I will frankly and honestly state my failure through the medium of your journal."

## RAILWAY INTELLIGENCE.

**RAILWAY BILLS.**—In the House of Commons, last night, it was ordered, on the motion of Mr. Finch, "that all railway bills, the reports on which might, according to the standing orders of the House, stand for further consideration on Tuesday next, in case the House were then sitting, shall, in consequence of the adjournment to Wednesday, stand for consideration on Thursday next."

**MIDLAND COUNTIES RAILWAY.**—There are now upwards of 1500 men employed on the railway between this town and Rugby, and that number is being gradually increased. A vast number are also employed between Leicester and Loughborough.—*Leicester Mercury*.

**CHESTER AND BIRKENHEAD RAILWAY.**—The works on this line were lately commenced in the presence of Messrs. Hutchinson and Jackson, directors, attended by Mr. James, the treasurer, at Lower Bebbington. This railway is expected to open in two years from the present time.—*Manchester Times*.

**MIDLAND RAILWAY.**—At recent meetings of the Royal Burgh of Peebles, and of the magistrates and council of the same, it was resolved to use the utmost exertions to promote the carrying into effect of the Newcastle, Edinburgh, and Glasgow Railway by the Midland line.—*Newcastle Journal*.

**MANCHESTER AND BOLTON RAILWAY.**—We understand that a party of the directors of this railway made an experimental trip along the whole line on Wednesday week, and that they were satisfied with the works in every part. A station is erecting near Irwell-street, and we are informed that the line will shortly be opened to the public.—*Manchester and Salford Advertiser*.

**RAILWAY CONVEYANCE OF MAILS.**—Mr. Labouchere, Master of the Royal Mint, has placed upon the books of the House of Commons a notice, that on Thursday, June 7, he will move for leave to bring in a bill to provide for "the conveyance of the mails by railways."

**LONDON AND BIRMINGHAM RAILWAY.**—This company have power to fine, in a sum of 40*l.*, any person refusing to show their ticket to the guard at any time he may desire it.

**SOUTH MIDLAND RAILWAY.**—At a meeting of the shareholders of this company, held at Northampton, on Wednesday last, it appearing that a great portion of the last call of 10*s.* per share had not been paid up, it was resolved to allow another month for making the necessary payments, previously to any proceedings being taken. A resolution was also come to, not to proceed, under existing circumstances, any further with this undertaking.

**LANCASTER AND PRESTON JUNCTION RAILWAY.**—The works belonging to the Lancaster end of this line are proceeding with great activity.

**RAILROADS IN THE EAST INDIES.**—A new company is in the course of formation, for the purpose of accomplishing the design of the original undertaking of forming a railroad from Calcutta to Saugur.

**GREAT NORTH OF ENGLAND RAILWAY.**—The first stone of the intended Tees Bridge, on the line of this railway, was laid on Tuesday week, in the presence of G. H. Wilkinson, Esq., of Harperley Park, chairman of the directors, and the members of the board. The design after which the bridge will be built is of a remarkably chaste and elegant character, and was prepared by Henry Welch, Esq., civil engineer, of Newcastle. The bridge is to be of freestone, and will consist of four arches of sixty feet span each on the oblique line, crossing the river on an acute angle. This circumstance, combined with the extent of the arches, and the materials to be employed, will render this beautiful structure perfectly unique, and cannot fail, when completed, to reflect the highest credit on the skill and boldness of the architect, and afford a striking illustration of the advancement of science which can thus triumph over the obstacles of nature, and at the same time pursue the praiseworthy objects of commercial enterprise.—*Durham Advertiser*.

**RAILROADS IN FRANCE.**—The first railroad which was established in France was that from St. Etienne to Lyons. It is known to have turned out a very unprofitable speculation, yielding little more than two per cent. to the shareholders. There is no doubt that the Government is the cause of the bad success of this railroad, which, being the first enterprise, naturally threw a damper upon all succeeding ones. M. Pages proved in the Chamber that the St. Etienne railroad was prospering, when the Government came upon it with the demand of one-tenth of the prices paid. The Government fixing the tariff for the transport of coals, for instance, is one-third of that paid on the Liverpool and Birmingham way; so that between the tariff and the tax the railroad is a most unprofitable concern. The railroad lately established from Paris to St. Germain communicates with Poissy, the great cattle-market that supplies Paris. This was one of the reasons for establishing it. But railroads will not and cannot transport a single bullock, the Government having fixed a tariff that renders it not worth while.—Having failed in obtaining the execution of the great lines of railroad itself, the Government now propose to levy the usual tax of one-tenth paid by all stage-coaches. The commission of the Chamber proposed exempting all new railroads for ten years. M. Odillon Barrot proposed for five years; but the Chamber acceded with the Ministry, and would make no exception. What weighed with the Chamber was the argument that their voting the exemption would merely raise the price of shares in the market. Hitherto the price of places was limited by a fixed tariff. Now the companies are allowed to invent luxurious and easy seats at whatever price they please, limiting themselves to the tariff merely for the second class trains. This proves a considerable concession to M. Koechlin, the undertaker of the Basil and Strasburgh railroads, of which the tariff was generally allowed to be onerous.

**CHAMBER OF DEPUTIES, MAY 26.**—The Minister of Commerce presented two propositions of government on the subject of railroads. The first was to accept the offer of Messrs. Chouquet, Leboe, and Co., to construct a railroad from Paris to Rouen, Havre, and Dieppe, with branches to Louviers and Elbeuf, and to prohibit any other company making a road on the same line for the period of twenty-eight years. The second proposition was to authorise Messrs. Casimer, Lecoute, and Co., to construct a railroad from Paris to Orleans by Etampes, with a protection of twenty-five years. These propositions were referred to a committee. The standing committees of the Chamber of Deputies again met to examine the railroad bills presented on Saturday by the Minister of Commerce, and to appoint the members of the special committee to which they are to be referred. The discussion turned principally on the second clause of the bills, which secures the companies against all competition during twenty years after the completion of the works, but the great majority of the members declared in favour of the bills. M. Odillon Barrot was the only one of the eighteen commissioners appointed who disapproved of the railroad between Paris and Dieppe by the plateau.

**VIENNA, MAY 17.**—The operations for making the iron railroads round the environs of Vienna are very animated; 17,000 workmen are now employed on the North Ferdinand railroad, and it is believed that in the course of next month they will be increased to 20,000. The directors of the iron railroad from Vienna to Raah are equally zealous. Though there are great obstacles to be overcome, no doubt is entertained that the railroad will be wholly completed towards the end of the year 1840.

**RAILROAD IN HOLLAND.**—Some time ago the government of Holland applied to the States-General for their assent to the formation of a railroad from Amsterdam to Arnheim, by Utrecht, with a branch to Rotterdam; but the representatives, alarmed at the heavy charge it would create, rejected the proposal. It appears, however, that the King has resolved to undertake this great work by himself; for the *Staats Courant* of the 1st instant contains a royal decree for the construction of this road which is to be ultimately prolonged to the frontier of Prussia. For accomplishing the first branch of the work a loan of 18,000,000 francs, with subsequent loans of 12,000,000 and 6,000,000 of francs at four one-third per cent., is to be raised, and secured, in the first instance, upon the produce of the railroads, and, in case the proceeds should be insufficient, upon the private property of the King, who thus makes himself guarantee to the subscribers. The decree goes on to stipulate that one-fourth of the surplus receipts from the road, after payment of the interest on the sum advanced, shall be divided among the holders of bonds, and the remaining three-fourths applied in reimbursements of the capital advanced by means of drawings, with a premium or bonus of 4 per cent., till the whole sum advanced is paid off. When the loan is entirely discharged, the railroad, with all its appurtenances, is to become the property of the state. The period for issuing the bonds of the first series of the loan is to be fixed by the King, but it is to be raised in the course of the present year. The second series of the loan, however, is not to be opened before June, 1839, nor the third before June, 1840.



## PROCEEDINGS OF PUBLIC COMPANIES.

## TAMAR SILVER LEAD MINING COMPANY.

A special general meeting of the shareholders of this company was held at the offices, 2, St. Mildred's-court, on Monday, 28th ult.

R. JOHNSON, Esq., in the chair.

The following directors' report was read—

## REPORT.

This being the first general meeting of proprietors of the Tamar Silver Lead Mining Company, the directors have much pleasure in laying before their fellow shareholders a statement of the accounts and prospects of their mining property. The directors, being anxious to maintain the confidence reposed in them, have pursued that steady course of working which is essential to bring undertakings of this nature to a permanent and profitable result; and although such works have taken longer time, and rather more capital than was at first anticipated from the state in which the mine was found, and the necessity of opening new ground for its development, they feel happy in being able to state that the result has been successful. It will be seen that they have throughout been justified in the course they have pursued, by the returns of ores which have been raised, amounting to 11,316l. 18s. 11d.; and the report of Captain Rowe, their chief agent, which will be read, giving the most flattering prospects of the undertaking being a lasting and profitable investment.

The directors feel that it is unnecessary to trouble you with a lengthened report, but congratulate the shareholders on having obtained the efficient services of Captain Rowe, under whose management both themselves and those employed at the mine have every reason to be highly satisfied.

"To the Directors of the Tamar Silver Lead Mining Company.

"Tamar Mines, May 26.—Being aware of your intention to hold your annual meeting in London on Monday next, 28th inst., I thought it desirable to attend here to-day, for the purpose of holding our monthly setting instead of next Wednesday, the regular setting-day, in order that I should furnish you with a report of our operations and future prospects of the concern, it being the first general meeting since I have had the management. It affords me unusual gratification to be enabled to inform you of the improved and still improving state of your property here. About twelve months since you appointed me the responsible situation of being manager, and at that period I believe you will find, by reference to your accounts, that the mine did not pay costs by an average of 120l. per month, and at this time I have the satisfaction in saying that you have been for some months past realising a clear monthly profit of at least 300l., with a prospect of continuance. I beg merely to refer you to one instance of the reduction in our expenditure in the dressing department, which has, during the last twelve months, been reduced at least 26s. per ton.

"In consequence of this being so short a month (having held the setting some days sooner than usual), for reasons before assigned, I do not like to promise you for the next sampling more than fifty tons, but no doubt the sampling in July will exceed that quantity; suffice it to say, that our prospects are cheering, and I am convinced Tamar will continue a valuable property. A more detailed account of our proceedings will be handed you in our setting report on Monday, having now only time to save post.

"We have this instant commenced operations by sinking a new shaft in the north part of our set, which I conceive to be a very desirable speculation. The materials, I calculate, on the mine to be worth at least 2500l."

"RICHARD ROWE."

Dr. TAMAR MINE, 28TH MAY, 1838.	
Expenditure, as per account	£23,399 16 7
Balance	3,022 2 4—26,421 18 11
Cr.	
First instalment of 2l. per share on 4500 shares	£9,000 0 0
Second ditto of 1l.	6,000 0 0
Proceeds of ore sold	£9,420 18 2
Ditto ditto	1,016 0 9—10,636 18 11
Ore on the surface	680 0 0
Subsists	105 0 0
	£26,421 18 11

By balance

The directors have, with much satisfaction, laid before you the present state of your affairs, and with equal satisfaction, the report of Captain Rowe, whose known ability and confidently expressed opinion, aided by the economy of his improved method of dressing the ore, must be equally gratifying to all, and which has enabled them to declare a dividend of 10 per cent. on the capital advanced, and invest a sum equal to 10 per cent. on the amount of dividend, as before fixed, according to the regulations of the company.

The CHAIRMAN, in answer to a question from a shareholder, said that 15l. 13s. was the amount per ton for which the ore was sold at the last sale. That he had known the mine many years, and had from the commencement no doubt but that with perseverance and economy the mine might be made profitable; he felt sure that the rich lodes they had met with would continue north.

The following resolutions, having been duly moved and seconded, were carried unanimously:—

That the report and accounts being highly satisfactory, be received, adopted, and entered on the minutes.

That the thanks of this meeting be given to Captain Rowe for his services in directing the works of the Tamar mine, and for reducing costs, particularly for dressing the ore; and the managers of this company are hereby desired to purchase a piece of plate (for Captain Rowe) of the value of twenty guineas, and present the same to Captain Rowe, in the name of the company, as a memento of their high sense of his talent and application.

That a vote of thanks and confidence be proposed to the chairman and directors for the clearness and ability with which the statement of accounts have been placed before the meeting, and for the zeal and ability with which they have for a long time pursued the important interests of the proprietors of the company.

## GWINEAR MINING COMPANY.

The annual general meeting of the shareholders of this company was held at the offices, on Wednesday, the 30th ult.

J. C. BLANCHENHAGEN, Esq., in the chair.

Captain William Richards' report was read—also the setting report; the directors' report referred the shareholders for all the information it was in their power to give to the captain's reports; and the financial statement congratulated the shareholders upon the favourable prospects before them; it observed that the tin as yet obtained (to the amount of 170l.), had been taken entirely from the stopes and drivings. It was the intention of the directors now to have, if possible, a monthly sale—they being informed by their agent that three or four tons might be regularly returned. If the mine continued to hold out favourable appearances, the directors should purchase machinery requisite to develop it fully. They had had to encounter some difficulties from water, but calculated they should no longer be troubled, as the summen advanced. It appeared that the directors had appointed a new agent, in whom they placed great confidence. Their former agent had gone away 200l. in their debt, but this they expected to have returned them, by recourse of legal proceedings. By the balance-sheet presented, it appeared there was a balance of 120l. 2s. at the bankers; the total liabilities amounted to 697l. 7s., against which they had assets to the amount of 475l. 3s. 1d., leaving a balance against the company of 222l. 3s. 11d.

The CHAIRMAN observed, that 100 shares which had been forfeited, would be sold by the directors, for the benefit of the company—they hoped to be able to make 200l. by their sale; after making a few observations on the state of the mine, the substance of which was contained in the report.

Mr. CAZROVE moved, that the report and accounts be received and approved, which was unanimously carried.

A vote of thanks having been passed to the chairman and directors, the meeting adjourned.

## ST. JOHN DEL REY MINING COMPANY.

A special general meeting of the shareholders of this company was held at their office, on Friday, the 1st inst., in consequence of advice being received from the mines of the deposit fund.

J. D. POWLES, Esq., in the chair.

The CHAIRMAN explained to the meeting that the amount of this fund, which was in value now about 15,500l., had been given over to the company, and that the directors advised that such should be disposed to the following effect, viz. that 1800l. should be applied to the purpose of making an investment fund to re-pay the shareholders what they had advanced out of their own pockets towards working the mine; that a certain number of negroes should be purchased—as many as required; and that the remaining amount should be held in investment in Brazil, to answer any contingencies.

Some conversation ensued on the manner in which the residue of the fund should be applied; the meeting agreed on the disposal of the 1800l., and the purchase of the negroes as the directors had advised, but some of thought that the residue should be suffered to accumulate, thinking that

in the course of a short time the exchange would be more favourable than at present. It was, however, determined that it should be divided among the shareholders, and the following resolution passed:—"That the directors be authorised to retain one-half of the deposit fund for the purpose of the company, and that the other half be divided among the shareholders with all practicable speed." The meeting was then adjourned for a fortnight, for the confirmation of the same.

## NATIONAL BANK OF IRELAND.

The third annual general meeting of the court of directors and proprietors of this bank took place on Friday, the 25th ult., at the City of London Tavern, Bishopsgate-street.

DANIEL O'CONNELL, Esq., M.P. (governor), in the chair.

The SECRETARY read the report as follows:—

## REPORT.

In January, 1835, the National Bank of Ireland commenced business, agreeably to the plan that had previously been proposed and approved, whereby each branch was excluded from participation in the general profits of the institution, and consequently compelled, in self-defence, to confine the sphere of its banking operations to its own immediate locality, without reference to the general welfare, thus causing an absence of that identity of interests and unity of purpose so especially essential to a profitable result in all extended banking operations.

Upwards of three years' experience of the practical working of this system, has fully demonstrated the propriety of its being abandoned, in order to effect a perfect unity of interests and action in our connexion with the several branches. This the directors found could not be attained, so long as the operations of each bank had no reference to the welfare of the whole, and that the continuance of a system involving so many conflicting interests, not only militated against the prosperity of the establishment, but rendered it extremely difficult to give that vigorous direction, so vitally essential in the administration of the affairs of an extensive banking institution.

In effecting this change the directors have not been unmindful of the importance of retaining the local shareholders; the most certain, and at the same time the most equitable mode of accomplishing this object, was by the conversion of the local shares of each bank into metropolitan stock, thereby securing and combining, under a general unity of interests, all those advantages derivable from the support and influence of a resident proprietary in each locality.

Wherever this change of system has hitherto been proposed, it has received the support and co-operation of the local shareholders generally, and the directors feel much satisfaction in being enabled to report to this meeting, that it has already been adopted at two-thirds of the branches, and that the interests of the local proprietors, in those districts, are now completely identified, by their becoming holders of metropolitan stock.

The affairs of the company are progressing so satisfactorily as to inspire the directors with sanguine expectations connected with its future success; it is gratifying to observe, by the returns from the branches, that the general business of the bank is steadily improving. The increase of deposits and circulation affords the most certain evidence of the growth of public confidence, and that the people of Ireland have duly appreciated the enlarged views that have characterised the establishment and conduct of the national bank.

In the last annual report, reference was made to the effects of the monetary crisis of 1836, which operated alike against the interests of the country and the business of the bank, and prevented the declaration of a dividend for the half-year ending 30th June, 1837. To this extent have the proprietors suffered; the fair and legitimate profits of the bank having been such as to authorise the payment of a dividend at the rate of five per cent. per annum, for the half-year ending the 31st of December last, as will be observed by the annexed statement of the year's account, which has been rendered in two parts, in order that the proprietors may be more fully informed of the improved position of the bank at the December balance, as compared with that of the previous half-year:—

STATEMENT TO THE 1ST JULY, 1837.	
Undivided profits	£3157 6 4
Loss in the half-year to the above date	2504 3 10

Undivided profits	
	£353 2 6
STATEMENT TO THE 31ST DECEMBER, 1837.	
Undivided profits	£353 2 6
Net profits to the above date	8802 15 6

Half a year's dividend to the 31st December, at the rate of 5 per cent. per annum	£9155 18 0
	8750 0 0

Undivided profits

By the above, it appears that the sum of 405l. 18s. remains, after a fair consideration and liberal allowance being made for bad and doubtful debts, and paying off the proportion of preliminary and other extraordinary expenses, agreeably to the provisions contained in the deed of settlement, and the residue of which will be liquidated within two years.

Keeping in view the increased and increasing confidence of the public, the possession of a numerous and active resident proprietary, and the great accession of profits that must accrue from the change of system already referred to, the directors feel themselves fully warranted in conveying to this meeting their conviction of the growing prosperity of the bank, and they confidently trust that the National Bank of Ireland will ever be found conducive to the true interests of the country, and henceforth afford to its proprietors an amply profitable return for the investment of capital.

Since the last annual general meeting, three vacancies have occurred in the direction (one since the notice convening the meeting was published); these it has not yet been deemed expedient to fill up.

There are now to be elected four directors, in the room of those who go out by rotation, all of whom are candidates for the office, and eligible to be re-elected.

## THE LONDON JOINT-STOCK BANK.

On Friday, the 1st inst., a numerous and highly-respectable body of the proprietors of the above company met at their office, Prince's-street, to receive the report of the directors.

W. ORMSBY GORE, Esq., M.P., in the chair.

The CHAIRMAN said, with pride and pleasure do I rise to open the proceedings of this day; with pleasure, in the full anticipation of the cheerful and satisfied countenances which will greet me when you hear our report—and with pride, when, looking to my right and left hand, I behold such intelligence and ability among those gentlemen with whom I am associated, and reflect that they have deemed me worthy of presiding at a general meeting of the proprietors of an establishment which I feel no hesitation in predicting must eventually (unless subject to some extraordinary misfortunes or gross mismanagement) stand prominent in the very first rank of the great establishments of the first commercial city of the world. We have been in existence but eighteen months; yet, from our present position, I think I may safely predict that a period will come when this establishment of 1836 may stand in proud rivalry alongside of our great and powerful neighbour who dates from 1694. Let me advert to the principles upon which the bank was formed. There is no doubt personal profit and advantage instigated many in the speculation, but some entered it from different motives, and I, individually, am one. I considered the system of joint-stock banking most invaluable to the different interests of the country—the commercial, manufacturing, and agricultural—and the foundation of this bank at the moment of the difficulties which existed in the moneyed world most advantageous to the public. We have not adopted any mode of transacting business without full and ample consideration; our motto has been caution in counsel, but firmness in action; and we shall not be deterred from prosecuting our system by any attacks, but persist, unless compelled by the law of the land, enforced from the highest authority the country recognises, to abandon what we consider a just and equitable course. And now let me revert to one principal feature in the system of joint-stock banking—the security which it affords to the public. Some of our sister establishments have been unfortunate, and their failures afford the strongest proofs of the value of the system. Show me one family who has been ruined by those failures; and can this be said of any of the numerous failures, in days gone by, of private banks? Another strong security, I should wish to say a few words to advert to which, exists in our guarantee fund—a fund which must increase regularly, bearing compound interest; this forms a security not only to capital invested with us, but according to our deed secures the equalisation of our dividends, and also protects us against many of those adventitious circumstances that may arise throughout the year.

Mr. M. BOYLE (the secretary) then read the following report:—

The time for making up the half-year's accounts of this bank having expired on the 20th of last month, the directors have taken the earliest opportunity of calling the shareholders together to enable them to present a statement of its progress during that period.

Since the last general meeting was held the directors have deemed it advisable, under the authority given to them by the deed of settlement, to make a further call of 3l. per share, payable on the 21st of last month, which will

increase the paid-up capital of the company from 217,500l. to 310,800l. The directors advert with pleasure to the increased confidence and support of the public which this establishment has enjoyed during the last six months, as proved by the steady and progressive enlargement of its business, and also to the evidence which growing experience affords of the correctness of the basis upon which this bank has been formed. They especially point to that peculiar feature—the allowance of interest to customers on their current accounts—the policy and advantage of which its success has satisfactorily established.

It is scarcely necessary that the shareholders should be reminded of the great abundance of money, its depreciation in value, and the consequent difficulty of its safe and profitable employment during the past half-year; notwithstanding which the directors have the satisfaction of being able, after providing for the whole of the current expenses and charges, and paying interest to customers on their current accounts, to declare a dividend for the half-year after the rate of 5 per cent. per annum on the paid-up capital of the company, which will be payable on Monday, the 11th inst., and to transfer 3155l. 6s. 3d., being the balance of unappropriated profits, to the credit of the guarantee fund, thus increasing the amount of that fund to 6131l. 6s. 7d., as shown by the following account:—

Capital paid-up on 31,080 shares	£217,500 0 0
Proportion of second call paid in advance	27,645 0 0
Amount due by bank, including money taken up upon security, &c.	862,016 14 9
Transferred to the "Guarantee Fund"	2,932 0 9
Profit and loss account	18,184 0 7
	£1,118,337 16 1

Cr.	
Exchequer Bills	£231,428 7 5
Bills discounted, loans to customers, and cash in the bank	863,088 11 8
Building and preliminary expenses	28,870 17 0
	£1,118,337 16 1

## PROFIT AND LOSS ACCOUNT.

Dr.	
Current expenses, building, and preliminary expenses, servants remuneration, bad debts, &c.	£5,750 5 1
Six months' interest on "Guarantee Fund"	43 19 7
Half-year's dividend, five per cent. upon paid-up capital	5,439 0 0
Amount carried to profit and loss, &c.	3,795 9 8
Transferred to the credit of the "Guarantee Fund," being the surplus profit	3,155 6 3
	£18,184 0 7

Cr.	
Balance brought down	£18,184 0 7

The CHAIRMAN said it was now his duty, according to the deed of settlement, to declare a dividend upon the paid-up capital for six months at the rate of 5 per cent. per annum.

JOSIAH WILSON, Esq., moved that the report be adopted, which, having been seconded by R. DALGLEISH, Esq., was carried unanimously. Thanks were voted to the manager, directors, and chairman, and the meeting adjourned.

## HUNGERFORD MARKET COMPANY.

A half-yearly general meeting of the proprietors was held at their office, Villiers-street, on Wednesday, the 30th ult.

The EARL OF DEVON in the chair.

The secretary read the report, which stated that dwellings for the accommodation of the tenants were in the course of erection, that since the last meeting a portion of the debenture debt had been paid off, and that the surplus revenue for the present half-year was considerable.

The directors and auditors who went out by rotation were unanimously elected.

## JOINT-STOCK BANKS.

People are anxiously waiting for some definite information respecting the proceedings of the committee on joint-stock banks, and more particularly with reference to the renewal of the Bank of Ireland charter. It is known that a deputation from Drogheda have had several interviews with Mr. Spring Rice for the purpose of remonstrating against the renewal; and, if public report may be credited, these gentlemen have succeeded to some extent in the object of their mission, and have obtained a pledge from the Chancellor of the Exchequer that the exclusive privileges of the bank for issuing notes, which at present extends to a circuit of fifty miles round Dublin, shall in the forthcoming charter be restricted to that place and five miles round it. With respect to a monopoly weighing so prejudicially upon Dublin above all, it would appear that the absence of any energetic representations from thence may be accounted for from the sensitive apprehensions of the trading and other classes, lest any steps taken by them against the bank might be visited upon them, to the prejudice, if not ruin, of their credit, by the agents of that establishment, in whose power more or less large a portion of them are enthralled. This explanation will be perfectly intelligible to all who are aware how similar feelings are known to actuate so infinitely more powerful a community of traders and capitalists here towards the Bank of England.

There seems no sufficient cause why Dublin and its vicinity should continue subject to a monopoly from which Drogheda and other places are, or are to be, exempt. The debt of 2,500,000l. due by Government to the Bank of Ireland is no valid ground for the renewal of the charter in whole or in part which has expired. The bank reaps more than an adequate advantage from that employment of its capital in the shape of 4 per cent. interest, whilst Government could easily raise the amount necessary in the market at any moment at 3½ per cent. or less, and pay off the debt. It is apprehended, however, that no opposition will be offered in the joint-stock bank committee to the intended renewal by the Government, since there is but one Irish member on that committee at all conversant with the subject of banking, and he a leading member of a joint-stock bank in Ireland, understood to be under certain obligations to the Bank of Ireland during a late crisis, upon an understanding that the renewal of the bank charter was not to be opposed by him. All this, if it is not justice, will be at least consistent with the whole financial policy of Mr. Spring Rice. It is a course of patching and expedients, without one manly or statesmanlike view of the subject.—Times.

## LIST OF NEW PATENTS.

[From the "Civil Engineer and Architect's Journal."]

JOSEPH JEPSON ODDY TAYLOR, of Gracechurch-street, in the City of London, machinist, for "An Improved Mode of Propelling Ships and other Vessels on Water."

MILES BERRY, of Chancery-lane, in the county of Middlesex, patent agent, for "A New and Improved Method or Process of Alloying Metals by Cementation, particularly applicable to the Preservation of Copper, Wrought or Cast Iron, and other Metals, and thereby operating a change in the appearance of their Surface, and giving them more brilliancy. Communicated by a foreigner residing abroad."

EDWARD COBOLD, of Long Melford, in the county of Somerset, clerk, Master of Arts, for "Certain Improvements in the Manufacturing of Gas for affording Light and Heat, and in the Application of certain Products thereof to useful purposes."

THOMAS JOYCE, of Camberwell New-road, in the county of Surrey, gardener, for "Certain Improved Modes of applying Prepared Fuel to the purposes of Generating Steam and Evaporating Fluids."

PIERRE ARMAND LÉCOMTE DE FONTAINEMOREAU, of Charles-street, City-road, in the county of Middlesex, for "An Improved Method of preventing the Oxidation of Metals. Communicated by a foreigner residing abroad."

WILLIAM GOSSAGE, of Stoke Prior, in the county of Worcester, manufacturing chemist, for "Certain Improvements in Manufacturing Sulphuric Acid."

MILES BERRY, of Chancery-lane, in the county of Middlesex, patent agent, for "A New or Improved Method of Applying certain Lint and Exotic Plants, or Substitutes in various cases for Flax, Hemp, Cotton, and Silk. Communicated by a foreigner residing abroad."

ALEXANDER HAPPEY, of Basing-lane, in the City of London, gentleman, for "A New and Improved Method of Extracting Tar and Bitumen, from all Matters which contain those Substances, or either of them. Communicated by a foreigner residing abroad."

DAVID STEAD, of Great Winchester-street, in the City of London, merchant, for "Making or Paving Public Streets and Highways, and Public and Private Roads, Courts, and Bridges with Timber, or Wooden Blocks. Communicated by a foreigner residing abroad."

SAMUEL SHAWARD, of the Canal Iron Works, in the parish of All Saints, Poplar, in the county of Middlesex, for "Certain Improvements in Steam-Engines."

HENRY ADCOCK, of Liverpool, in the county of Lancaster, for "Improvements in Raising Water from Mines and other Deep Places, or from a Lower Level to a Higher; which Improvements are Applicable to Raising Liquids Generally, and to other Purposes."

JOHN RATCLIFF, of Birmingham, in the county of Warwick, Lamp Manufacturer, for "Improvements in Lamps."



## PUBLIC COMPANIES.

## MEETINGS.

**CORNUBIAN LEAD AND SILVER MINE**, in the Parish of Perranzabuloe, County of Cornwall.—The Directors hereby give Notice, that the SECOND ANNUAL GENERAL MEETING of the Shareholders in the above mine will be held on Monday, the 18th June next, at the London Inn, Devonport, the chair to be taken at Twelve o'clock at noon, to pass Accounts, appoint Directors, and make such other arrangements as may be necessary for the future working of the mine. The Adventurers are requested to bring their Scrip Certificates to make their votes valid.

N.B.—The shares upon which the last Call was paid at the London and Westminster Bank, may be endorsed on production of the bank receipt to Mr. J. Richards, Cornubian Mine Office, 12, George-yard, Lombard-street.

Devonport, May 21.

**MINAS GERAES MINING COMPANY**.—The SECOND ANNUAL GENERAL MEETING of the Proprietors of the Minas Geraes Mining Company will be held at the office, No. 8, Tokenhouse-yard, Lothbury, on Friday, the 29th June next, at Two o'clock precisely.

GEORGE D. KEOGH, Secretary.

**UNITED HILLS MINING COMPANY**.—The Directors hereby give Notice, that the ANNUAL GENERAL MEETING of the Shareholders of this company will be held at the George and Vulture Tavern, Cornhill, on Wednesday, the 6th day of June next, at One o'clock precisely, to receive the Report of the Directors and Agents in Cornwall, and to elect One Director and One Auditor in the room of those who go out by rotation, but are re-eligible.

May 22. By order of the Board, JAMES SMITH, Secretary.

## CALLS.

**EAST WHEEL STRAWBERRY MINING COMPANY**.—Notice is hereby given to the shareholders in this company, that the directors have called for a further instalment (being the 7th) of ONE POUND per share, payable on or before the 24th day of July next, to Messrs. Venn, Supte, and Co., 77, Lombard-street, London, and that all shares on which the instalment of one pound per share shall remain unpaid for one calendar month after the said 24th day of July next will be liable to FORFEITURE.

By order of the Directors, (Signed) HALL, THOMPSON, and SEWELL.

\*The shareholders are requested to forward the certificates, with the banker's receipts, to the office of the company, No. 2, St. Mildred's-court, immediately on payment of the instalment, in order that the same may be regularly entered.

**GREAT WHEEL CHARLOTTE MINE**.—The shareholders are informed, that the instalment of Ten Shillings per share, due on the 21st instant, must be paid to Messrs. Barclay and Co., the bankers of the Association, on or before the 5th of June, or the holders of shares in default will be considered as having VOLUNTARILY FORFEITED the same, in accordance with the regulations upon the scrip.

10, Lawrence Pountney-hill, May 31.

**NOTICE—THE LONDON AND BRIGHTON RAILWAY COMPANY**.—Incorporated by Act of Parliament, 15th July, 1837.

CALL FOR SECOND INSTALLMENT OF THREE POUNDS PER SHARE.

Notice is hereby given, that the Directors of the London and Brighton Railway Company have made a CALL of THREE POUNDS per share in this undertaking, and that the same is directed to be paid on or before the 3rd day of June next, to either of the undersigned bankers, viz.

London . . . Messrs. Hankey, Fenchurch-street; Messrs. Smith, Payne, and Smiths, Lombard-street.  
Liverpool and . . . The Manchester and Liverpool District Banks, on account of Messrs. Smith, Payne, and Smiths.  
Brighton . . . Messrs. Wigney, and Co.; Messrs. Hall, West, Borrer, and Hall.  
Lewes . . . Messrs. Molyneux and Co.

The Proprietors of Shares in this undertaking, are therefore requested to pay the same accordingly.

JOHN HARMAN, Chairman.

London and Brighton Railway Office, 71, Lombard-street, London, 16th May.

## DIVIDENDS.

**RELISTIAN MINE**.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid at the office of the company, 10, Broad-street-buildings, on Monday, the 4th of June, and following days, from Twelve to Three o'clock.—May 12.

\*The transfer book will be closed on the 1st, and opened on the 5th of June.

**WHELAN GILBERT TIN AND COPPER MINING COMPANY**, St. Erth, Cornwall.—Resolutions passed at a meeting of the directors, held on the Mine, this 15th day of May:

Resolved.—1st. That the present state of the mine, according to the report of the agents, and also of Captain Hamby, who has this day inspected it, and especially a recent discovery in the third, eight fathom level, south of the engine-shaft, warrant a further trial.

2d. That in order to afford the shareholders an opportunity of realizing the benefit that may arise from the further prosecution of the mine, and of adopting the cost-book system, that its workings be continued one month from this date; but unless the first instalment of Ten Shillings per share, or Fifty Shillings per scrip, be paid, either to the London and Westminster Banking Company, or Messrs. John and Henry Hore, London; or to the Western District Banking Company, Truro; or Mr. Grylls, Redruth; before the expiration of the aforesaid time, the directors will be under the necessity of stopping the mine, and selling the materials to liquidate the debts of the company.

3d. That the small engine, not in use, at Tucker's Downs, together with the rods and pumps connected therewith, be advertised for sale, by public auction, on Tuesday, May 29th instant.

4th. That provided the instalment of Ten Shillings per share be paid within the time aforesaid, a steam stamping-mill be purchased, for the purpose of returning the tin stuff—the present stamping pump being inadequate to return the quantity of tin now raising.

(Signed) JOHN BAYNARD, Chairman.

**THE STAFFORDSHIRE HEMP AND FLAX COMPANY**.—Capital £175,000, in shares of £25 each. Deposit £2 per share.

For shares, prospectuses, or further information, application may be made on or before the 6th of June, to Mr. Henry Wheeler, Stock-broker, 23, Threadneedle-street, and Mr. Greatorex, 70, Upper Norton-street, Portland-place, London; Messrs. Smith and Buckle, Rugeley; Mr. Christopher Roberts, Share-broker, New-street, Birmingham; Messrs. Cardwell and Sons, Share-brokers, Manchester; Messrs. Reynolds and Sons, Share-brokers, Liverpool; Messrs. J. and J. Kimpster, Stock-brokers, Newcastle-upon-Tyne; and Mr. Fenton, the Mount, Stafford, Secretary.

**NATIONAL COGNAC BRANDY DISTILLERY COMPANY**.—Capital £250,000, in 10,000 shares of £25 each. Deposit, £5.

The object of this company is to manufacture Brandy equal to Cognac, by a newly-invented ingenious apparatus, the secret of which is exclusively secured to this company.

The Brandy produced by the above means is undistinguishable from Cognac Brandy, and not only does it possess its flavour, but also the same beneficial qualities, for which Foreign Brandy is so invariably recommended by the Faculty.

To sanction their own confidential recommendation of their Brandy, the directors call the attention of the public to the following Certificates, which have been given, not from samples furnished to, but from quantities taken from the store vaults by the eminent gentlemen themselves—thereby insuring the public from deception, and the Brandy from false character.

The Brandy, of the highest legal strength, either pale or brown, is 18s. per gallon, for cash, on delivery, in quantities of not less than two gallons.—A liberal discount to the trade.

HENRY STOKES, Manager.

18, King-street, Snowhill.  
Leading from Holborn to St. 1 field.

By W. T. BRANDE, Esq., F.R.S.  
Professor of Chemistry to the Royal Institution, &c. &c.

"I have examined a sample of Brandy manufactured by the National Cognac Brandy Distillery Company, and find it perfectly free from all deleterious ingredients."  
"Royal Institution, London."  
"May 19, 1858."

By J. T. COOPER, Esq.  
Lecturer on Chemistry and Forensic Medicine in the Webb-street Medical School, &c. &c.

"I have submitted the Brandy which I obtained of the National Cognac Brandy Distillery Company to examination, and find it to be free from any acid or astringent matter, as also from any deleterious ingredient—to contain a very pure spirit—and closely approaching French Brandy in flavour."  
"62, Blackfriars Road."  
"May 24, 1858."

By THOMAS GRAHAM, Esq., F.R.S.  
Professor of Chemistry, University College, &c. &c.

"The Brandy produced by the National Cognac Brandy Distillery Company, I find, from a chemical examination of it, to be a remarkably pure spirit, free from any noxious ingredient, and closely resembling good French Brandy in its sensible qualities."  
"University College, May 17."

By GEORGE DIXON LONGSTAFF, Esq., M.D.  
Lecturer on Chemistry, Materia Medica, and Pharmacy; formerly Director of the Laboratory of the University of Edinburgh, &c.

"I have subjected the Brandy manufactured by the National Cognac Brandy Distillery Company to a careful chemical examination, I find it to be a very pure spirit, entirely free from any deleterious matter. I have also tried it as a therapeutic agent, and I have no hesitation in pronouncing it to be in this respect equal to any foreign spirit with which I am acquainted."  
"Bridgefield House, Wandsworth, May 19, 1858." "G. D. LONGSTAFF, M.D."

**THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL**, SCIENTIFIC AND RAILWAY GAZETTE, price 1s.—The June Number will contain—Drawings and Description of the Asylum for the Indigent blind; Architectural Criticisms, by Ralph Redivivus; Remarks on the Parks; Papers on Building Materials; Reclaiming of Land in Tramore Bay; Reviews of new books; Proceedings of the Engineers' and Architects' Institutes; Progress of Railways; Public Buildings and Engineering Works; List of New Patents, and several professional communications.

Published at 57, King-street, Westminster; H. Hooper, Pall Mall East; Groombridge, Panyer-alley.

**LONDON AND BIRMINGHAM RAILWAY**.—The Public are informed that on and after Monday, the 4th day of June, the following ADDITIONS (on every day except Sundays) WILL BE MADE TO THE TRAINS already advertised—viz.

FROM LONDON, 7 P.M., to Denbigh Hall—stopping at Watford, Tring, & Leighton Buzzard Stations.  
FROM DENBIGH HALL, 1 P.M., to London—stopping at all the stations.  
By order, R. CREED, Secretary.  
C. R. MOORSOM, Secretaries.

**LONDON AND SOUTHAMPTON RAILWAY**.—The number of trains having been found insufficient for the very numerous applicants for seats on Sunday last, the Directors, with a view to accommodate the public, have arranged that on Sunday next, and until further notice, an ADDITIONAL TRAIN shall leave the terminus near Vauxhall at Two o'clock. The hours of departure in the morning will be altered from seven and nine to eight and ten o'clock. The trains will, therefore, start as follows—viz.

FROM LONDON.		FROM WOKING COMMON.	
Morning	8	Morning	8
Afternoon	10	Afternoon	10
"	2	"	6
"	7	"	7

By order of the directors, WILLIAM REED, Secretary.

**GREAT NORTH OF ENGLAND RAILWAY**.—The proprietors of this undertaking are hereby informed, that with a view of promoting the TRANSFER of SHARES with greater convenience to the proprietors than can be afforded by a provincial office alone, the Directors have entered into an agreement with Henry Patteson, Esq., 13, George-street, Mansion House (the secretary to the North Midland Railway Company, with the consent of the directors of that company), for the conduct of such business in London, as well as for affording general information connected with the railway. Any transfers of shares may be made, or inquiries respecting them will be replied to, on application to Mr. Patteson, as above.

By order, J. MILLER, Secretary.

Great North of England Railway Office, Darlington, May 28.

**DUBLIN AND DROGHEDA RAILWAY COMPANY**.—TO CONTRACTORS.

Notice is hereby given, that in consequence of a request from several highly respectable contractors for public works, for an extension of time for receiving Tenders for constructing Lots Nos. 2 and 3, heretofore advertised for, the board of directors have determined to EXTEND the TIME for RECEIVING TENDERS to the 8th of June next, at Twelve o'clock.

By order, WILLIAM EDWARD BOLTON, Sec.

**MANCHESTER AND LEEDS RAILWAY—CONTRACTS FOR WORKS**.—The Directors of the Manchester and Leeds Railway Company will meet at their Offices, 9, Brown-street, in Manchester, on Monday, the 18th day of June, at Twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned contracts:—

**TODMORDEN CONTRACT**.—To make and maintain the railway with all excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks, but exclusive of the wooden sleepers, rails, chairs, and fastenings, as also the Gauge-hole Viaduct. Commencing at point about five chains to the north-east of Clough Mill, and terminating at about twelve chains to the north-east of the road from Todmorden to Burnley, being a distance of about one mile and twenty-two chains, exclusive of the length of the Gauge-hole viaduct.

**MILL WOOD CONTRACT**.—To make and maintain the railway, with all its works in like manner, from the termination of the Todmorden contract to Castle Clough Mill, being a distance of about sixty-two chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the engineer's office, Palatine-buildings, Hunt's Bank, Manchester, on and after the 1st day of June.

Printed forms of tender may be had after the above date, at the office in Manchester, and no others will be attended to. The tenders must be delivered at the railway office, 9, Brown-street, in Manchester, at or before Ten o'clock in the forenoon, on Monday, the 18th June, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties for the due performance of the contracts, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The Directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 30.

**MANCHESTER AND LEEDS RAILWAY—CONTRACTS FOR WORKS**.—The Directors of the Manchester and Leeds Railway Company will meet at their Offices, 9, Brown-street, in Manchester, on Monday, the 11th day of June, 1858, at twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned contracts:—

**GAUXHOLME VIADUCT CONTRACT**.—To make and maintain the Railway upon arches, with all its works, commencing on the south-west side of the westerly crossing of the Rochdale Canal at Gauxholme, and terminating on the north-east side of the turnpike road from Todmorden to Haslingden, being a length of about 320 yards.

**SOVERBY CONTRACT** (including the Soverby tunnel).—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks (but exclusive of the wooden sleepers, rails, chairs, and fastenings), commencing in the field numbered 172, Soverby township, situated between Long Bottom Mill and Holling's Mill, and terminating opposite the Gas Works, in Soverby Bridge, being a distance of about one mile and a quarter.

**DOLEY CONTRACT**.—To make and maintain the railway, with all its works, in like manner, at a point opposite the gas works, in Soverby Bridge, and terminating in North Dean Wood, being a distance of about two miles.

**COOPER BRIDGE CONTRACT**.—To make and maintain the railway, with all its works, in like manner, commencing in Bradley Wood, at a point about one and a half chain from the western boundary, in the township of Huddersfield, and terminating about seventeen chains to the east of the road to Batty Mills, in the township of Kirkheaton, being a distance of about two miles and twenty-two chains.

**MIRFIELD CONTRACT**.—To make and maintain the railway, with all its works, in like manner, from the termination of the Cooper Bridge contract, to a point about five chains to the east of the Calder Iron Works, in the township of Thornhill, being a distance of about two miles and seven chains.

**THORNHILL CONTRACT**.—To make and maintain the railway, with all its works, in like manner, from the termination of the Mirfield contract, to a point about twenty-six chains on the westerly side of Healey New Mill, in the township of Thornhill, being a distance of about two miles and forty-eight and a half chains. Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the engineer's office, Palatine Buildings, Hunt's Bank, Manchester, on and after Monday, the 21st day of May, 1858. Printed forms of tender may be had after the above date, at the offices in Manchester; and no others will be attended to. The tenders must be delivered at the Railway Office, No. 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday, the 11th June, 1858, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 19, 1858.

**MANCHESTER AND BIRMINGHAM RAILWAY**.—CONTRACTS FOR WORKS.

The Directors of the Manchester and Birmingham Railway Company will meet at their offices, No. 23, Bond-street, Manchester, on Wednesday the 20th day of June next, at eleven o'clock in the forenoon precisely, to receive TENDERS for the execution of the following Contracts:—

Contract No. 1, or FAIRFIELD-STREET CONTRACT, commences at the north end of the north abutment of a bridge intended to be erected to carry the railway over Fairfield-street, in the town of Manchester, and terminates at the distance of fifty yards south of the centre of Chapel-field Road, in the township of Ardwick. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 1155 feet.

Contract No. 2, or CHANCERY-LANE CONTRACT, commences at the distance of fifty yards south of the centre of Chapel-field Road, in the township of Ardwick, and terminates at the distance of 270 yards south of the centre of the road called Chancery Lane, in the same township. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 2136 feet.

Contract No. 3, or HYDE ROAD CONTRACT, commences at the distance of 270 yards south of the centre of the road called Chancery Lane, in the township of Ardwick, and term rates at the south end of the south abutment of a bridge intended to be erected to carry the railway over the turnpike-road from Manchester to Hyde. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 1773 feet.

Contract No. 4, or HEATON NORRIS CONTRACT, commences at the south end of the south abutment of a bridge intended to be erected to carry the railway over the turnpike-road from Manchester to Hyde, and terminates about 174 yards from the right bank of the river Mersey, and 130 yards on the west side of the Wellington Road, in the township of Heaton Norris, in the county of Lancashire. This contract comprises the whole of the earth-work, bridges, archways, culverts, and other necessary works; also the ballasting and laying of the permanent way between the above-mentioned points, a distance of 341 chains. It comprises, also, the ballasting and laying of the permanent way on the first, second, and third contracts, an additional distance of nearly seventy-seven chains.

Drafts of the contracts, with plans, drawings, and specifications, will be ready for inspection on and after Monday the 29th day of May inst., at the offices of the company's engineer, Fairfield-street, Manchester; and the quantities of the works contained in the several contracts will at the same time be furnished by the engineer.

Printed forms of tender may be had at the same place, and at the company's offices, in Bond-street, Manchester, at which latter offices all tenders must be lodged previously to the hour of meeting, endorsed "Tender for Works;" and no tender except the printed form, furnished by the company, will be attended to.

The party whose tender is accepted, will be required to enter into a bond, with two sureties, for the due performance of the contract, to the extent of 10 per cent. on the gross amount of such contract; and the names and descriptions of the proposed sureties must be set forth in the tender.

The directors will not consider themselves bound to accept the lowest tender; and they expect the several parties tendering, or persons duly authorised by them, to be in attendance at the offices in Bond-street, Manchester, at the time of meeting.

ROBERT BARBOUR, Chairman of the Board of Directors.

Manchester and Birmingham Railway Offices, 23, Bond-street, Manchester, May 18.

**NORTH BRITISH INSURANCE COMPANY**, for Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter. No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh. Capital, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.

PRESIDENT—The Earl of Camperdown.

VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Baillie, Esq., M.P.  
Lieut.-General Robert Bell.  
Vice-Admiral Sir J. P. Beresford, Bart.  
The Right Hon. Henry Ellis.

Hon. Archibald Macdonald.  
The Rt. Hon. J. A. Stewart Mackenzie.  
James Mackillop, Esq.  
W. A. Mackinnon, Esq., M.P.  
George Trail, Esq.

MANAGERS.  
Sir Peter Laurie, Ald., Chairman.  
Francis Warden, Esq., Dep.-Chairman.  
Robert Cockburn, Esq.  
Archibald Cockburn, Esq.  
John Connell, Esq.  
W. Petrie Craufurd, Esq.  
John Irvine Glenzie, Esq.

PHYSICIAN—John Webster, M.D., 55, Grosvenor-street.  
SOLICITORS—Messrs. Parken and Webster, New Boswell-court, Lincoln's-inn.

The advantages offered to the public by this corporation are—  
1. Ample security from their large capital.  
2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.

3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.  
4. The assured may either participate in the profits secured against all responsibility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.

5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.  
6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.

7. Advances made on security of policies of more than three years' standing, to the extent of their value.  
8. A liberal price given for policies to parties wishing to surrender them.

9. Persons resident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.  
Attendance daily at the office, 4, New Bank-Buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

**PREMIUMS**  
For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

By the Assurance of £500 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.										
Age.	For One Year.	For Seven Years, at an Annual Premium of	For the whole Life, without Profits.			For the whole Life, with Profits.				
			Yearly.	Half-yearly.	Quarterly.	Yearly.	Half-yearly.	Quarterly.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
20	1 2 3	1 4 8	1 17 0	9 19 4	9 10 2	2 1 0	1 1 0	1 0 10 9		
25	1 7 3	1 9 6	2 6 6	1 4 0	0 12 2	2 10 6	1 6 6	1 0 13 3		
30	1 14 9	1 17 11	3 9 9	1 11 0	0 36 6	3 4 11	1 13 8	9 17 2		
35	2 10 10	2 13 0	4 3 3	2 3 5	1 2 2	4 7 12	2 5 10	1 3 5		
40	2 17 9	2 17 8	6 0 9	3 3 6	1 12 7	6 3 10	1 14 4			

**BRITANNIA LIFE ASSURANCE COMPANY**, 1, PRINCES-STREET, BANK, LONDON. CAPITAL—ONE MILLION.

DIRECTORS.  
William Bardgett, Esq.  
Samuel Bevington, Esq.  
William Fechney Black, Esq.  
John Brightman, Esq.  
George Cohen, Esq.  
William Coventry, Esq.  
John Drewett, Esq.

Robert Eglington, Esq.  
Erasmus Robert Foster, Esq.  
Alex. Robert Irvine, Esq.  
Peter Morrison, Esq.  
William Shand, jun., Esq.  
Henry Lewis Smaile, Esq.  
Thomas Tredell, Esq.

MEDICAL OFFICERS—John Sims, M.D., and Ebenezer Smith, Esq., Surgeon.

ADVANTAGES OF THIS INSTITUTION:  
A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.  
Age of the assured in every case admitted in the policy.  
All claims payable within one month after proof of death.  
A liberal commission allowed to solicitors and agents.  
Medical attendants remunerated in all cases for their reports.

**Premium per cent. per annum payable during**

years.	years.	years.	years.	or Life.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1 1 4	1 5 10	1 10 11	1 16 9	2 3 8
1 6 4	1 12 2	1 19 1	2 7 4	2 17 6
1 16 1	2 4 4	2 14 6	3 7 3	4 3 4
2 16 7	3 9 4	4 5 5	5 6 3	6 13 7

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, are assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospective, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

**STANDARD OF ENGLAND LIFE ASSURANCE COMPANY**.  
8, King William-street, City 25, Regent-street, London.  
D'Olier-street, Dublin.  
Capital—ONE MILLION.

W. Cory, Esq., Dep. Chair. Colonel Chris. Hodgson  
Lawrence Dorgan, Esq. Henry Lawson, Esq.  
William Gunston, Esq. J. Barrett Lennard, Esq.  
George Whitehead, Esq.

**MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE**. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.  
Premiums may be paid Half-yearly or Quarterly.  
Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 0 4	1 5 5	1 10 6	1 15 7	2 0 8
30	1 6 4	1 12 11	1 19 6	2 6 1	2 12 8

By order of the Board of Directors,  
W. WRIGHT, Secretary.

**SAVOY IRON, COAL, AND ASPHALTE COMPANY**.—Capital £200,000, in 10,000 shares of £20 each, with power in the directors to increase the capital by the issue of 5000 additional shares. Deposit £2 10s. per share. The liability of the shareholders to be limited to the amount of their shares.







## MINING CORRESPONDENCE.

## ENGLISH MINES.

## BRITISH TIN MINING COMPANY.

May 28.—*Twelve Fathom Level*.—The ground in this cross-cut to lode in Roberts's shaft is rather hard at present, but from the water oozing through the ground I think we are near the lode. Driven last month 7 fms. 4 ft. 9 in. Let again for June one fathom, at 61. *Trelawney Lode, or Adit*.—This level is still full of debris; it appears a great deal of this lode is taken away, back and bottom, which certainly is an indication of the lode being productive of tin. Let a second shaft to clear and timber, at 13s. per fathom. J. BRAY.

## GWINEAR MINING COMPANY.

May 26.—The thirty fathom level, to drive north of engine-shaft towards the lode, is set at 21. per fathom; we expect to cut the clays in a few days, and shall then have about six fathoms to drive to cut the tin lode. The twenty fathom level to drive west of engine-shaft is set at 21. 10s. 6d. per fathom; the lode in this end is small at present. The slope, in the back of the said level, is set at 17. 10s. 6d.; lode two feet wide, of fair quality. The plot to cut, at the ten fathom level engine-shaft, set at 31. per fathom. This is to receive the tin stuff previous to its being drawn to surface. Slope, in back of said level, at 17. 10s.; lode large, with excellent branches of tin. C. H. RICHARDS.

## ST. HILARY MINING COMPANY.

May 26.—The seventy fathom level east of engine shaft is set at 41 per fathom, and 1s. tribute. The seventy fathom level west ditto at 51. 10s. The lode in these ends is fifteen to eighteen inches wide, of a very promising appearance, and good ore; there appears to be a decided improvement in the lode and ground. The sixty fathom level, west of engine shaft, is set at 51., and 1s. tribute; lode eight to ten inches wide, kindly with ore. The sixty fathom level, east of engine-shaft, is set at 51. 10s., and 1s. tribute; lode ten inches wide, but not much ore in it. The fifty fathom level west of engine-shaft is suspended; the lode is small, and the men are required in the seventy fathom level. *Tribute*.—The back of the sixty fathom level east of engine-shaft is set at 8s. in 11.; ditto ditto at 10s. in 11.; the back of the sixty fathom level west ditto at 10s. in 11.; ditto ditto at 12s. in 11.; ditto of sixty west ditto at 13s. 4d. in 11. C. H. RICHARDS.

## WEST WHEAL JEWELL MINING ASSOCIATION.

May 21.—*The Forty-two Fathom Level East* (from Buckingham's engine-shaft).—Lode fifteen inches wide, composed of fluor-spar, peach, yellow and black ores, and making tributaries ground. *Forty-two West*.—Lode about ten inches wide, composed of fluor-spar, peach, and muddle. *The Thirty cross-cut South* (on Hodge's cross-course).—Good ground for driving. *The Thirty Fathom Level East*, on the middle and south branches.—Lode about eight inches wide, composed of gossan and good black and grey ore. *The South Adit Shaft*.—Ground rather hard. *Wilkinson's Engine-Shaft*.—During the past week we have been sinking to the south of the lode, and have not broken any of the north part since our last report. M. WILLIAMS.

## EAST WHEAL STRAWBERRY MINING COMPANY.

May 28.—It gives me pleasure in reporting to you to-day to be enabled to say that we have now brought our new work so nearly to a close, that we believe that Grout's engine now removed to Orchard will be put to work again to-morrow morning (without any unforeseen accident should occur to prevent us), when she will draw the water from Trewhithen and Boundry as well as this part of the mine, and our pitwork is so laid out that we may reasonably expect to be successful in forking. On the 26th inst. we sold at Trewhithen Smelting-works 2 tons 4 cwt. 3 qrs. 19 lbs. of black tin, at 431. 10s. per ton, the amount of 971. 14s. for which you are remitted. F. EVANS.

## TAMAR SILVER LEAD MINING COMPANY.

May 28.—Our monthly setting was held on Saturday last, and we relet our pitches on the usual terms. We also set a new shaft to sink at North Tamar, at 40s. per fathom. At the 135 fathom level going north we have suspended driving the end, and put the men to sink a winze from the 125 to that level for ventilation. Driving south, at the same level, the lode continues of the same size, and productive of silver lead ores. Driving south, at the 105 fathom level, the lode is much disordered, being intersected by a slide. The lode in the south end, at the eighty-five fathom level, has not altered since my last—it is all good and saving work. In the winze sinking from the eighty-five to the ninety-five fathom level, the lode is a foot and a half wide, producing silver lead ores. MARK JAMES.

## REDMOOR CONSOLIDATED MINING COMPANY.

Callington, May 28.—The following are the present underground operations:—In driving north, on the lead lode, at the sixty fathom level, the lode is about eight inches big, producing excellent work for silver lead ores. Going east, on Johnson's lode, at this level, the lode is from ten to twelve inches big, and yielding good work for tin. In the fifty fathom level north the lode has improved, and we have reason to anticipate a still greater improvement ere long; the lode is about six inches wide, but not rich. At the forty fathom level south the indications are more encouraging than common; the lode is about eight inches in width, chiefly composed of muddle and quartz, with fine stones of lead ores, and from the water now powerfully issuing from the lode, together with the favourable stratum which surrounds the lode, it may be expected shortly a still greater improvement may take place. Johnson's winz-shaft is brought down as deep as the thirty fathom level, and have this day set to complete the said shaft as deep as the forty at per bargain of 251. Respecting the tribute department, the pitches are looking favourable, and this being our monthly setting-day, we have set sixteen pitches, varying from 21. 10s. to 91. per 21 cwt. dry weight, and two others whose time is not out until the setting for July, making in all eighteen pitches. We expect to sample on the 21st of June about the same quantity as last sale, say forty tons. We calculate eight tons of these ores will be broken out of the sixty fathom level north. In concluding my report allow me to make one or two observations on the state of the mine, and without being presumptuous, I may fairly say the appearance altogether at the present time is as perfect as any mine can possibly be, and from the present character of the lodes it is my opinion that Redmoor will be a lasting and a productive mine. The three parcels of silver lead ores sampled on May 16th were sold on Saturday last, as follows:—No. 1, computed 204 tons, at 191. 11s. per 21 cwt. dry weight, to B. Somers, Esq.; Nos. 2 and 3, computed 204 tons, at 51. 1s. per 21 cwt. dry weight, to Messrs. R. and W. Michell. S. HARPER.

May 28.—Having this day gone through the underground department for the purpose of pricing the various pitches and bargains and holding the public monthly setting, it is with great pleasure I am enabled to state of the improvement which has taken place in the bottom or sixty fathom level. Johnson's lode, driving east of the flat-rod engine-shaft, is about one foot wide, and producing for that width very rich work for tin. At the same level driving north, on the lead lode, the present prospects exceed that of any other level above during my management, and I consider each of these ends, both on the lead and tin lodes, are worth quite as much as Captain Harper stated in his last report, viz.:—Lead lode north, at the sixty fathom level, worth from 151. to 201. per fathom; on the tin, or Johnson's lode, worth from 161. to 121. per fathom; and the price we have this day given is 31. per fathom for driving north and south on the silver lead lode, and also driving east on Johnson's lode. At the fifty fathom level, the lead lode going north appears to be somewhat improved; and at the forty fathom level south there appears a favourable change, having a large and promising lode, producing good stones of rich silver lead; the ground here is easy and congenial. Johnson's winz-shaft is sunk down so deep as the thirty fathom level, and we have to day set to complete the same to the forty fathom level for 251., so that in three or four months I hope this shaft will be sunk down to our bottom level, which is a very important object. Also, we set a new pitch, in the back of the fifty fathom level north, at a fathoming out of 11.; such was the competition, our other pitches (seventeen in number), varying from 21. 10s. to 91. per ton, set very readily. I find our last parcel of ore brought or sold as follows:—204 tons, at 191. 11s. per ton; and 204 tons, at 51. 1s. per ton (21 cwt.). We expect our next sampling will be quite as much as the last. RICHARD ROWE.

## TREVORGUS MINES.

May 26.—The engine-shaft is nine feet under the twenty fathom level. Next week we shall put in bearers and cistern, and change the two ten fathom lifts into twenty, so that we shall have the bottom of one of the present lifts to sink with that in the windore, clack door-piece, and working barrel. In the twenty fathom level south of engine-shaft the lode is twenty inches wide, composed of quartz, muddle, white iron, and stones of copper ore. In the back of the twenty fathom level north of engine-shaft, one man stoping, at 11. per fathom, and 2s. in 20s. for copper ore. In the ten fathom level south of engine-shaft the lode is four feet wide, producing good stones of lead. In the five fathom level south of engine-shaft the tributaries are getting wages at present; the pitch would set at this time for 8s. in 20s. Gurney's shaft is five fathoms below the adit level. Two men working Willis's late pit, at 10s. in 20s., and 10s. per fathom for stoping. In the twelve fathom north of Hick's shaft we are still rising, but have not yet holed to the old workings. I have sent samples of the lead ore now dressed to the Tamar Smelting-works, and in return have received their offer of 101. 8s. 6d. per ton. B. OPIE.

## CORNUBIAN MINE.

Chiverton, May 29.—In giving you the report of this mine to-day, I beg to observe that our twenty-four fathom level is holed this day, and to-morrow we shall turn the little engine idle, and draw up the pumps to put down in the new engine-shaft, for to sink that shaft below the thirty-two fathom level. *Twenty-four Fathom Level* (at old engine-shaft east).—The lode is

looking very kindly: I think we shall have lead in this level soon. The eight fathom level west, on the Chiverton lode, is looking promising; lode large, and a small portion of lead in it. We have now dressed, and to be sampled to-morrow, thirty-four tons of lead ore. I hope soon to have a larger sampling. JOHN BORLASE.

## UNITED HILLS MINING COMPANY.

May 29.—*Twenty-five Fathom Level* (driving east).—The lode continues its size—about nine inches good ore. Driving west, the lode is two feet wide, producing a little ore. *Thirty-five Fathom Level*.—Lode two feet wide—very good. *Adit Level*.—The slopes in this level are three feet wide, eighteen inches good ore. *Twenty Fathom Level*.—Lode poor. *Twenty-seven Fathom Level*.—No alteration. *Thirty Fathom Level*.—Lode two feet wide, and not so promising in its appearance as reported last week. The lode in the slopes still continues its size and quality. No alteration in Williams's shaft. *Thirty-six Fathom Level*.—Commenced driving east on the course of this lode; it is three feet wide, and very kindly, with ore throughout. No discovery in the cross-cut driving north. C. PENROSE.

## ENGLISH MINING COMPANY.

Great St. George, May 29.—At Great St. George south mine nothing has been done at the eighth fathom level in consequence of the water having been in ever since the setting; no lode has been broken since the setting at the seventy, consequently of this level nothing can be reported. Burton's shaft is now about eight fathoms under the thirty fathom level, and since last reported a very important change has taken place in the nature, both of the lode and the surrounding country; the former is a soft spar intermixed with muddle and ore, the latter is a promising killas, and both combined will greatly facilitate the sinking. The appearance of the thirty fathom level, west of Burton's will indicate ere long an improved state of things, especially as the lode even now is far more promising than for some time past; it is fifteen inches wide, of capel, spar, and muddle; besides this, however, there is a branch of ore about three inches wide, running parallel with the lode, which prospectively considerably enhances its value. The winze rising at the back of this level is passing through a lode twenty inches big, of spar, muddle, capel, and ore, yielding of the latter from one to two tons per fathom; the indications here are decidedly good, and would lead us to hope that something better is in store for us. The twenty fathom level, west of Burton's, contains a lode two feet wide, of capel, spar, muddle, and spots of ore; whatever is broken of the latter is only so far valuable that it will be dressed by the halvaner at surface, at a tribute of from 7s. to 10s. in 11. The lode at the ten west of Burton's, is not altogether so valuable as when reported last week, it is notwithstanding in a very fair condition, and will yield good three tons of ore per fathom. The ten west of Stephen's, on the south part of Callaway's lode, which has been poor for some time past is now somewhat improved, and were it vertical instead of being almost flat, would produce, it is calculated, a ton of very fair priced ore per fathom. The north part of Callaway's lode, at the ten fathom level west of Goyen's, is split into a thousand minute strings or branches, from which very little ore is breaking; at the twenty east of Goyen's, Callaway's lode has been heaved by a cross-course, nothing more therefore at present can be reported of it. Although the ground in Campbell's shaft remains hard and difficult for sinking, yet in the lode a most important alteration has taken place within the last few days; should present appearances continue, each fathom's sinking will produce at the very lowest computation three and a half tons of ore, worth from 31. to 41. per ton. Nothing has been done in driving the level at Devonshire's since the setting, the sump-men having been engaged in clearing the shaft of old iron, attending to the pit work, &c., &c. The tributaries at this mine are working with much spirit, especially some, in whose pitches a considerable improvement has taken place. We hope consequently to scrape together for our next sampling a larger quantity than for some two or three months past. The main engine-shaft, at Wheal Leisure, it is hoped, will be completed to the 116 fathom level at the close of the present week, when a plat will be cut, and the lode in the course of a very short time be intersected. The 106 fathom level, which a short time ago was so excessively hard is now remarkably soft, and has diminished somewhat in size; at a short distance behind the present end a cross-course has passed through the lode, since which, matters have not altogether worn so promising an appearance; a branch of twelve inches wide is now however to be seen to the north, containing spar, muddle, and small stones of ore—this is new, and we cannot at present say the exact quarter whence it came. The aspect of the ninety-six fathom level is unusually pleasing; the lode is three feet wide, and contains spar, muddle, and good stones of ore; the surrounding ground is of an excellent character, and from present appearances there is every reason to believe, that the backs when properly laid open and drained, will set freely on tribute. The tributaries here, as well as at St. George, are working in a spirited manner, and should present prospects continue, most of them will be handsomely remunerated for their labour, and will bring to grass a capital sampling for July. I trust, therefore, that nothing will occur to prevent their working at full swing during the whole of the present two months take. The ground in Burdillon's engine-shaft, at Wheal Prudence, is not so favourable as a week or two ago, this probably may be caused by the passing out of the shaft; the lode spoken of a letter or two back, this lode, I am happy to say, has of late presented indications of no mean description, it is now from one and a half to two feet wide, and contains spar, peach, jack, muddle, and very good and large rocks of ore. We intend next month to cut a plat in the shaft, after which, we have made up our minds to commence driving upon the course of this very promising and (from the fact of its being new) interesting lode; it must not, however, be forgotten, that being of a northern underlay, it cannot be expected to be of that lasting or established character that it would otherwise; it may possibly give us a good bunch of ore or two, but nothing more. At the sixty-two fathom level, west of Old engine-shaft, the lode is full five feet wide, contains a large quantity of muddle, some capel, spar, jack, and two tons of ore per fathom. At the fifty-two fathom level the lode is much improved, being three feet big, and containing ore to the extent of about two tons per fathom. The sixty-two and forty-two fathom level cross-cuts are passing through a channel of ground somewhat harder than usual. The latter we hope to complete to the shaft in the course of June, or at the farthest in July, when the men will immediately be put to rise towards that part of the shaft now sinking under the adit level. The tributaries in this mine are, we hope, getting on pretty well. H. HUMPHRIES.

## FOREIGN MINES.

## UNITED MEXICAN MINING COMPANY.

## Report on the State of the Workings of the Mine of Rayas.

March 17.—*La Purissima*.—Santa Victoria. The produce from the pit and two fronts of San Porfirio is of a very ordinary class, and even of this there is only a small quantity. The pit of San Rafael contains the thread of rich ore towards the lower part of the working, but not running completely across it, as formerly, in one continued line, since it is lost sight of in various points; the upper parts of this pit are yielding a small quantity of the poor classes of ore. A front to the south-east has been opened on ores similar to those of the pit. The pit of Santa Lucia is producing a fair portion of the common classes, amongst which threads of rich quality present themselves; and in a front lately commenced to the south-east the appearances of the lode are rather more favourable than in the pit. In the pit of Los Apostoles, the body of ore being worked is of considerable breadth, but the generality of the produce is of the common classes, with a few narrow threads of rich ore—and the same may be said of the front of this mine. The front of San Lazaro improves as it advances towards the south-east, and now contains a bunch of very good ore in the centre, besides a fair quantity of the common classes. The two fronts of Santa Irene having fallen into borasca, are suspended for the present. The pit of Pilar is producing a small quantity of ordinary ore, which is found scattered over a large surface. *San Hermion*.—The pits of Varones and San Matias contain a small portion of ordinary ores, amongst which some bunches of good quality occasionally present themselves. Forty-nine pair of barmen are employed in La Purissima by day, and thirty-four by night.

The weekly produce of ore in the rough state has averaged 2062 cargass, which, when picked, have yielded 378 cargass of azogues, of about twelve mares per monton in the patio, and two mares plata de ley in the arrastres; seventy four cargass tierras de mortero, and 292 cargass tierras de labor, together of nearly six mares per monton in the patio, and one marc plata de ley in the arrastres. The water was lowered nearly one and a half vara, but rose again, and it is now very little lower than it was a month ago, apparently owing to the quantity thrown into Rayas from Mellado. *San Cayetano*.—The fourth pit of Jesus continues to produce a fair quantity of ore, found in a band that runs from the centre to the south-east side of the pit. In the pit of San Feliciano the continuation of this same band is being worked upon, and here extends from the north-west side to the centre, the pillar remaining between the two workings being merely of the extent that security demands. In following up the small bunches of ore in the front to the south-east of the pit of Santa Elena water was met with, and this point not being of much importance, either as to the quantity or quality of its produce, has been suspended. No variation has taken place in the front of San Feliciano.

Eighteen pair of barmen are employed in San Cayetano by day, and the same number by night, and during the last fortnight no difficulty has been experienced in completing the number. *San Pio*.—A slight increase of ore has been observed in the pit, and at the same time an improvement in its quality. A few bunches of rich ore are found amongst the common classes, in the front of the contra cielo. Six pair of barmen are employed in San Pio by day, and five by night. The weekly average of ore produced in the rough state, from San Cayetano and San Pio, has been 962 cargass, which, when picked, have yielded fifty-one

cargass of azogues, and nine cargass of tierras de mortero, together of about six mares per monton in the patio, and one marc plata de ley in the arrastres. *San Miguel*.—5.20 varas have been driven in the cross-cut since the last report. Some slight appearances of ore have been met with; the lode is now very compact, and it seems that the middle body has been reached. After advancing to the south-east of Dios-te-guile, as mentioned in the last report, a cross-cut to the lower part of the lode was discovered, which has been partially cleared of rubbish, at the termination of this cross-cut, a front to the south-east has been met with in pretty solid ground, but the ores are very scarce and poor. About the middle of the cross-cut a small quantity of ore has been found, and as soon as the ground is properly secured an examination of this point will be made. The front to the north-west of Dios-te-guile has been communicated with an old road, and another part (a few varas above this) is being worked, and a small quantity of common ore is extracted, amongst which some small bunches of rich quality are found. 111½ cargass of azogues, and thirty cargass of tierras de mortero, together of about six mares per monton, have been sent to barrera. There have been five sales of ores extracted by the buscones, amounting in all to 828,601 4, of which one half, 814,300 6, belongs to the mine. *Ores sent to the Haciendas*.—San Matias, 932 cargass; Barrera, 3557½ ditto.—Total, 4489½ cargass. *Ores on hand in the Mine*.—Picked, 1673 cargass; Unpicked, 10920 ditto.—Total, 2693 cargass. G. R. GLENNE.

## ZACATECAS MINING COMPANY.

Fresnillo, March 12.—In addition to what I submitted to you by the last packet I have hardly any thing to say. Appearances in each of the three compartments continue to be as encouraging as we could wish, or as I had a right to expect. In the Leona pertinencia our underground works remain suspended until we shall have completed the enclosure now in progress of construction, and which I hope to see entirely terminated in about three weeks. The water, notwithstanding the very insufficient drainage with one single malacate, working from five to six hours each day, is sinking in a most extraordinary manner, and which I could account for only upon the repeatedly expressed supposition that a communication of some kind exists between the Leona and Valenciana lodes. According to the last measurement made on the 10th inst., there remained only fifteen varas of water in the Descubridora shaft. By the miners' reports there are at present ores sufficient in sight to enable me to employ at the present moment from twenty-five to thirty parados (of two men each) in the extraction of good ores; but I am resolved not to expose ourselves to the certain and unavoidable risk of robbery, by bringing ores of such richness to grass before the establishment is perfectly secured. As soon as the stable, now building, is completed, we shall undertake the drainage in good earnest, and I have not the slightest doubt the planes will be accessible in a very few weeks.

In Valenciana we continue our operations upon the plan laid down by Mr. Schuchhardt, and I am happy to add, with every prospect of a favourable result. Our main object is the deepening of the shaft about twenty-five or thirty varas, where, according to our calculation, based upon measurement, we ought to cut the main lode, and, probably, in negroes. It is not improbable that at that depth we may also meet the lode which runs nearly parallel with the Meona vein, and to the south of it. As the dip of the Meona lode is south, and that of the former north, we have every reason to suppose that where they join they will form a considerable cuerpo.

In the eastern end of Valenciana we are in that kind of borra which is generally met with in this country, between the colorados and negros. We continue this end for the purpose of cutting into the Cruces vein, which intersects the Meona lode at a distance of about fifteen varas from the end just named. If that lode maintains the character it had where it cuts the Leona lode on the Cerro de Animas, we may find it worth our while to follow it up on its own account; but in any case we mean to do so, in order to cross-cut the southern lode above alluded to; and thus whatever we may find in the Cruces vein, be it little or much, will pay, or help to pay, the cost of that cross-cut.

In Santa Teresa I employ a few men only, merely sufficient to constitute a legal amparo. I deeply regret that the means at my disposal will not allow me to prosecute the works in that quarter with the energy they are entitled to. The water having lowered about four inches in the shaft, although no kind of drainage is carried on there, the minero de quarto employed there was enabled to get at two different ends (frentes) where, he reports, he found the lode about a vara wide, and in good ores. I shall visit the mine to-morrow, and if the case is as he states, it may be worth while to employ a few parados to break ores. My next will inform you of the result. J. H. BODMER.

## ANGLO-MEXICAN MINING COMPANY.

Guanajuato, March 23.—*Guadalupe*.—The dividends received during the last two months amount only to \$10 0 6, and from what our agent writes, there does not seem much prospect of any early improvement.

*Mines at Work*.—Having been absent from home for the last fortnight, I am unable to advise you personally on the present state of the mines, but Captain Morcom's report will amply supply this deficiency. I am truly sorry, and somewhat disheartened, at the generally unfavourable tenor of this report. Sirena has been declining for the last several weeks, and now that the Amparo workings have entirely failed us, I fear that there is but little prospect of making the mine profitable. In its present poor state I do not feel myself justified in incurring expense on speculative works, and therefore the only chance of improvement will rest on any discoveries which the buscones may make. The weekly comparison of cost, with produce, is as under:—  
Week ending 24th ult., memoria \$628 0 7½; mine share of produce \$426 5 0  
" 3d " " 519 6 2 " 446 6 0  
" 10th " " 393 7 2 " 396 6 0  
" 17th " " 462 2 6 " 369 1 0

My disappointment with regard to the mines in the monte of San Nicolas, arises from hope deferred, but not extinguished; and I trust we may yet meet with something in this quarter.

March 30.—Sirena more than covered the memoria.

## COLOMBIAN MINING ASSOCIATION.

From Mr. Williamson, Marmato, March 27, 1839.

Supia District.—*Mine Department*.—I beg to lay before you a statement of our mining operations since last reported.

*Casabel Lode*.—During the present month a continued flow of water has been issuing from the adit end, which impeded the prosecution of the work; the increase of water proceeded from the late continued rains, but as the weather is more favourable, it has been resolved either to recommence working this station, or to open another level about four fathoms below the present one.

*Cross-cut to intersect the Junction of the Lodes*.—This cross-cut is in extent fifteen fathoms to the northward, and in a westerly direction—on the course of the lode we have driven eight fathoms; the lode has a very flattering appearance; several small branches of clean mineral are visible in the end, some stones have been brought up to day by Captain Trewartha, which we intend to have assayed, and as the ore is now worth saving, it has been determined to enlarge the plat on the surface adjoining the entrance to the cross-cut for the purpose of depositing the mineral.

*Deep Cruzada Adit*.—The cross-cut to the Patacon lode goes on slowly, the ground has increased in hardness. Mr. W. Degenhardt informs me that he has still seven and a half fathoms to drive before he reaches the point where he expects to cut the lode.

*Patacon Lode*.—In a horizontal line with the Patacon cross-cut, a sink was commenced two weeks ago to prove the lode in depth—it is now nine feet; the lode is four feet wide, but owing to the influx of water, we are already under the necessity of making use of pumps, and it is feared that we shall not be able to sink beyond five or six fathoms, it has therefore been determined to drive a middle adit from San Juan shaft, on the Patacon lode, and when it is in extent in a perpendicular line with the present sink, to commence a rise to communicate with the same; also to rise and sink, in order to effect a communication between the projected middle adit and the deep Cruzada.

*Cross-cut in San Nicolas Level to the Candado Lode*.—The extent of this cross-cut is now eight and a half fathoms, the ground is not hard.

*Dunstone's cross-cut—North-east Level* (Sink No. 1).—A communication having been effected with the rise No. 1, in the Cruzada cross-cut, north-east level, the back slope will now be taken away with ease as there is free ventilation, also a slope in the back of Dunstone's cross-cut level, north-east over the rise will be immediately commenced, and the east end of the level prosecuted.

*Slopes*.—Those between the Cruzada and the San José levels are only two, from whence we are obtaining supplies of ores. The back slopes from the San José level to the eighty fathom level are seven in number, some of these afford us ore of very fair quality, whilst others contain hard compact mineral, difficult to break, and of low average value.

*Candado Mine—Deep Adit*.—The air in this station is very confined; as soon as the San Pedro level is perfectly secured and cleared, it is intended to sink and rise for the purpose of effecting a communication between the San Pedro and deep adit. In the course of a few days, we intend to examine the locality below the present deep adit and fix a site for another adit, which will be about thirteen fathoms lower down in the Quebrada, where the lode comes to "grass," and has a very fine promising appearance.

## Reduction Officer's Report for February.

The returns for this month are comprised in five ingots, weighing together 52 lbs. 11 oz. 15 dwts., and containing, by my assays, 33 lbs. 7 oz. 11 dwts. of fine gold, and 17 lbs. 5 oz. 5 dwts. of fine silver. The total loss in the whole treatment appears at 47.09 per cent.; the consumption of mercury amounts to 5294½ oz. Troy = 8.03 parts = 363 lbs. Avoirdupois. The produce of fine gold per ton of ores treated amounts to 9 dwts. 5 grs.; ditto per stamphead, 16 oz. 10 dwts. 1 gr. Concentration prior to amalgamation as



9; Barrington Tees, 19; Seymour Tees, 19 9; South Durham, 20; Tees, 20 9; West Tees, 19; Blyth, 17; Llangennech coal, 28—Ships arrived, 25.



## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
BANK STOCK, 8 per Cent.	204 1/2	204 1/2	204 1/2	204 1/2	204 1/2	204 1/2	204 1/2
3 per Cent. Consols	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
3 1/2 per Cent. Consols	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
4 per Cent. Consols	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
5 per Cent. Consols	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
6 per Cent. Consols	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
7 per Cent. Consols	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
8 per Cent. Consols	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2
9 per Cent. Consols	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2
10 per Cent. Consols	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2
11 per Cent. Consols	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2
12 per Cent. Consols	155 1/2	155 1/2	155 1/2	155 1/2	155 1/2	155 1/2	155 1/2
13 per Cent. Consols	161 1/2	161 1/2	161 1/2	161 1/2	161 1/2	161 1/2	161 1/2
14 per Cent. Consols	167 1/2	167 1/2	167 1/2	167 1/2	167 1/2	167 1/2	167 1/2
15 per Cent. Consols	173 1/2	173 1/2	173 1/2	173 1/2	173 1/2	173 1/2	173 1/2
16 per Cent. Consols	179 1/2	179 1/2	179 1/2	179 1/2	179 1/2	179 1/2	179 1/2
17 per Cent. Consols	185 1/2	185 1/2	185 1/2	185 1/2	185 1/2	185 1/2	185 1/2
18 per Cent. Consols	191 1/2	191 1/2	191 1/2	191 1/2	191 1/2	191 1/2	191 1/2
19 per Cent. Consols	197 1/2	197 1/2	197 1/2	197 1/2	197 1/2	197 1/2	197 1/2
20 per Cent. Consols	203 1/2	203 1/2	203 1/2	203 1/2	203 1/2	203 1/2	203 1/2

## BANK OF ENGLAND—TRANSFER BOOKS.

	Tuesday, June 5	Wednesday, June 6	Thursday, June 7	Friday, June 8	Saturday, June 9
3 per Cent. Consols	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
3 1/2 per Cent. Consols	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
4 per Cent. Consols	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
5 per Cent. Consols	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
6 per Cent. Consols	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
7 per Cent. Consols	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
8 per Cent. Consols	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2
9 per Cent. Consols	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2
10 per Cent. Consols	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2
11 per Cent. Consols	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2
12 per Cent. Consols	155 1/2	155 1/2	155 1/2	155 1/2	155 1/2
13 per Cent. Consols	161 1/2	161 1/2	161 1/2	161 1/2	161 1/2
14 per Cent. Consols	167 1/2	167 1/2	167 1/2	167 1/2	167 1/2
15 per Cent. Consols	173 1/2	173 1/2	173 1/2	173 1/2	173 1/2
16 per Cent. Consols	179 1/2	179 1/2	179 1/2	179 1/2	179 1/2
17 per Cent. Consols	185 1/2	185 1/2	185 1/2	185 1/2	185 1/2
18 per Cent. Consols	191 1/2	191 1/2	191 1/2	191 1/2	191 1/2
19 per Cent. Consols	197 1/2	197 1/2	197 1/2	197 1/2	197 1/2
20 per Cent. Consols	203 1/2	203 1/2	203 1/2	203 1/2	203 1/2

## FOREIGN STOCKS.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	106	106	106	106	106	106	106
Belgian, 5 per Cent.	91	91	91	91	91	91	91
Brazilian, 5 per Cent.	81	81	81	81	81	81	81
Buenos Ayres, 5 per Cent.	81	81	81	81	81	81	81
Chilian, 5 per Cent.	81	81	81	81	81	81	81
Colombian, 5 per Cent.	81	81	81	81	81	81	81
Danish, 5 per Cent.	81	81	81	81	81	81	81
Greek, 5 per Cent.	81	81	81	81	81	81	81
Italian, 5 per Cent.	81	81	81	81	81	81	81
Mexican, 5 per Cent.	81	81	81	81	81	81	81
Neapolitan, 5 per Cent.	81	81	81	81	81	81	81
Peruvian, 5 per Cent.	81	81	81	81	81	81	81
Portuguese, 5 per Cent.	81	81	81	81	81	81	81
Russian, 5 per Cent.	81	81	81	81	81	81	81
Spanish, 5 per Cent.	81	81	81	81	81	81	81
Swedish, 5 per Cent.	81	81	81	81	81	81	81
Turkish, 5 per Cent.	81	81	81	81	81	81	81
United States, 5 per Cent.	81	81	81	81	81	81	81
Venezuelan, 5 per Cent.	81	81	81	81	81	81	81

## FRENCH FUNDS.

	May 26	May 27	May 28	May 29	May 30	May 31	June 1
5 per Cent. Ann.	109.30c	109.30c	109.30c	109.30c	109.30c	109.30c	109.30c
Ex. on Lond. 1 m.	25.40c	25.40c	25.40c	25.40c	25.40c	25.40c	25.40c
ditto 3 m.	25.40c	25.40c	25.40c	25.40c	25.40c	25.40c	25.40c
ditto 6 m.	25.40c	25.40c	25.40c	25.40c	25.40c	25.40c	25.40c
4 per Cent. Ann.	104.50c	104.50c	104.50c	104.50c	104.50c	104.50c	104.50c
Exchange	102f.	102f.	102f.	102f.	102f.	102f.	102f.
5 per Cent. Ann.	102f.	102f.	102f.	102f.	102f.	102f.	102f.
Exchange	81f. 30c	81f. 30c	81f. 30c	81f. 30c	81f. 30c	81f. 30c	81f. 30c
Bank Shares	2717f.	2720f.	2715f.	2720f.	2715f.	2720f.	2715f.

## IRISH FUNDS.

	May 31, 1888.
Bank Stock	204
Government Debentures 3 per Cent.	94 1/2
3 1/2 per Cent. Consols	101 1/2
4 per Cent. Consols	107 1/2
5 per Cent. Consols	113 1/2
6 per Cent. Consols	119 1/2
7 per Cent. Consols	125 1/2
8 per Cent. Consols	131 1/2
9 per Cent. Consols	137 1/2
10 per Cent. Consols	143 1/2
11 per Cent. Consols	149 1/2
12 per Cent. Consols	155 1/2
13 per Cent. Consols	161 1/2
14 per Cent. Consols	167 1/2
15 per Cent. Consols	173 1/2
16 per Cent. Consols	179 1/2
17 per Cent. Consols	185 1/2
18 per Cent. Consols	191 1/2
19 per Cent. Consols	197 1/2
20 per Cent. Consols	203 1/2

## AMERICAN FUNDS.

	London	America
New York 5 1/4	103 1/2	103 1/2
5 1/2	104 1/2	104 1/2
5 3/4	105 1/2	105 1/2
6	106 1/2	106 1/2
6 1/4	107 1/2	107 1/2
6 1/2	108 1/2	108 1/2
6 3/4	109 1/2	109 1/2
7	110 1/2	110 1/2
7 1/4	111 1/2	111 1/2
7 1/2	112 1/2	112 1/2
7 3/4	113 1/2	113 1/2
8	114 1/2	114 1/2
8 1/4	115 1/2	115 1/2
8 1/2	116 1/2	116 1/2
8 3/4	117 1/2	117 1/2
9	118 1/2	118 1/2
9 1/4	119 1/2	119 1/2
9 1/2	120 1/2	120 1/2
9 3/4	121 1/2	121 1/2
10	122 1/2	122 1/2
10 1/4	123 1/2	123 1/2
10 1/2	124 1/2	124 1/2
10 3/4	125 1/2	125 1/2
11	126 1/2	126 1/2
11 1/4	127 1/2	127 1/2
11 1/2	128 1/2	128 1/2
11 3/4	129 1/2	129 1/2
12	130 1/2	130 1/2
12 1/4	131 1/2	131 1/2
12 1/2	132 1/2	132 1/2
12 3/4	133 1/2	133 1/2
13	134 1/2	134 1/2
13 1/4	135 1/2	135 1/2
13 1/2	136 1/2	136 1/2
13 3/4	137 1/2	137 1/2
14	138 1/2	138 1/2
14 1/4	139 1/2	139 1/2
14 1/2	140 1/2	140 1/2
14 3/4	141 1/2	141 1/2
15	142 1/2	142 1/2
15 1/4	143 1/2	143 1/2
15 1/2	144 1/2	144 1/2
15 3/4	145 1/2	145 1/2
16	146 1/2	146 1/2
16 1/4	147 1/2	147 1/2
16 1/2	148 1/2	148 1/2
16 3/4	149 1/2	149 1/2
17	150 1/2	150 1/2
17 1/4	151 1/2	151 1/2
17 1/2	152 1/2	152 1/2
17 3/4	153 1/2	153 1/2
18	154 1/2	154 1/2
18 1/4	155 1/2	155 1/2
18 1/2	156 1/2	156 1/2
18 3/4	157 1/2	157 1/2
19	158 1/2	158 1/2
19 1/4	159 1/2	159 1/2
19 1/2	160 1/2	160 1/2
19 3/4	161 1/2	161 1/2
20	162 1/2	162 1/2

## COURSE OF EXCHANGE.

FRIDAY, June 1, 1888.									
	Prices		Prices negotiated on Change			Prices		Prices negotiated on Change	
Amsterdam	12	64	12	54	52	Seville	26	—	—
London at Sight	12	44	12	34	—	Gibraltar <i>p. A. d.</i>	48	—	—
Amsterdam	12	63	12	53	53	Lisbon	32	31 1/2	31 1/2
Liverpool	12	54	12	44	43	Genoa	26	25 3/4	26
Bombay	12	63	13	124	123	Milan	31	—	—
Altona	12	134	—	—	—	Venice, <i>p. A. L.</i>	46	—	—
Paris, 3 days' sight	25	65	25	59	55	Naples	38 1/2	39	—
Amsterdam	25	95	25	80	75	Palermo	11 1/2	11 1/2	11 1/2
Brussels	26	0	25	99	—	Lisbon	54	52 1/2	54
Amsterdam	154	153 1/2	—	—	—	Oporto	54 1/2	54	—
Amsterdam	7	3	—	—	—	Rio Janeiro	28	28	28 1/2
Amsterdam	10	15	10	13	10	Bahia	25	—	—
Amsterdam	10	16	10	15	—	Buenos Ayres	—	—	—
Amsterdam	36 1/2	36 1/2	36 1/2	—	—	Dubli	1 1/2	—	—
Amsterdam	36 1/2	37	87 1/2	—	—	Cork	1 1/2	—	—
Amsterdam	36	—	—	—	—	Madras	—	—	—
Amsterdam	36	—	—	—	—	Calcutta	—	—	—
Amsterdam	36	—	—	—	—	New York & Philad	46 1/2	46	—